



Final

# Capital Improvement Program Environmental Assessment

Dyess Air Force Base, Texas

*September 2010*



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FINDING OF NO SIGNIFICANT IMPACT  
CAPITAL IMPROVEMENT PROGRAM  
DYESS AIR FORCE BASE, TEXAS

- 1.0 **Name of Action:** Capital Improvement Program for Dyess Air Force Base (DAFB).
- 2.0 **Description of Project Alternatives:** The majority of actions proposed for funding through the Capital Improvement Program at DAFB can be grouped by type of action or location. Therefore, DAFB has prepared this Environmental Assessment (EA) that describes and evaluates actions (projects) that it typically funds through its Capital Improvement Program. This EA is intended to streamline compliance with NEPA and to expedite the approval of funding.
- DAFB will apply the EA to applicable actions (typical actions included on the Integrated Priority List) throughout DAFB property. For actions with impacts not described in the EA, or for action-specific considerations that require additional analysis, DAFB would prepare a Supplemental Environmental Assessment (SEA), which tiers from this EA. The EA, and SEAs as appropriate, will provide the required NEPA clearance. They will also provide, along with appropriate consultations, a means for DAFB to address compliance with other Federal environmental laws and regulations. DAFB would continue to conduct individual EAs for actions falling outside general guidelines provided in this EA. Section 3 of the EA details each project alternative.
- 3.0 **Description of the Environment:** Section 4 of the EA includes a description of the environment at DAFB.
- 4.0 **Environmental and Socioeconomic Consequences:** Section 5 of the EA evaluates the potential impacts of the implementation of each project type at DAFB.
- 5.0 **Conclusions:** DAFB contains several wetlands and floodplain areas, projects evaluated in this EA would not involve modification to wetland areas or floodplains on Base. Therefore, the project alternatives would have no adverse impact on wetlands or floodplains.

DAFB contains potential habitat for the Texas horned lizard, which is a State of Texas threatened species. Stipulations contained in this EA for projects that may be located in potential habitat of the Texas horned lizard are designed to minimize or eliminate any impacts that may occur to that species. Therefore, the project alternatives covered by this EA would not result in significant impacts to the Texas horned lizard.

DAFB has identified several cultural resources eligible for listed on the National Register of Historic Places. Some of the proposed actions have the potential to affect these resources. DAFB would consult with the State Historic Preservation Office to establish minimization measures to preserve the resource if the proposed project would directly impact the historic structure. In the event that cultural resources are encountered during any of the proposed actions, work would be stopped and the Dyess AFB Cultural Resources Manager would be notified. Work would not resume until appropriate coordination has been completed.

DAFB will consult with regulatory agencies, as necessary, to ensure compliance with all federal, state, regional, and local regulations and guidelines and will implement mitigation measures as necessary. On reviewing the EA and other project information, DAFB has concluded that the effects of the project alternatives are not significant and would not have a significant adverse affect on the human and natural environment. Therefore, an Environmental Impact Statement will not be prepared.

9-14-10  
Date

  
David Laurence  
Chief, Environmental

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## List of Acronyms

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°F	Degrees Fahrenheit
317 AG	317 <sup>th</sup> Airlift Group
7 BW	7 <sup>th</sup> Bomb Wing
ACC	Air Combat Command
ACM	Asbestos Containing Material
AEI	Air Emissions Inventory
AF	Air Force
AFB	Air Force Base
AFI	Air Force Instructions
AFSVA	Air Force Services Agency
AICUZ	Air Installation Compatible Use Zone
AMC	Air Mobility Command
AS	Accumulation Sites
AST	Aboveground Storage Tank
ASTM	American Society for Testing and Materials
BMP	Best Management Practice
CATEX	Categorical Exclusion
CEQ	Council on Environmental Quality
CES	Civil Engineer Squadron
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CWE	Cold-War Era
dB	Decibel
dBA	A-weighted decibel
DGP	Dyess AFB General Plan
DNL	Day-Night 24 Hour Average A-Weighted Sound Level
DoD	Department of Defense
EA	Environmental Assessment
EBS	Environmental Baseline Survey
ECF(s)	Entry Control Facilities
EGP	Electronic General Plan
EIS	Environmental Impact Statement
EO	Executive Order
EPA	Environmental Protection Agency
ERP	Environmental Restoration Program
ESS	Electronic Scoring Site
FAWG	Facilities Action Working Group
FEMA	Federal Emergency Management Agency
FONPA	Finding of No Practicable Alternative

## List of Acronyms

FONSI	Finding of No Significant Impact
FP/AT	Force Protection/Anti-Terrorism
FY10	Fiscal Year 2010
HAP	Hazardous Air Pollutants
IAP	Initial Accumulation Point
IAQMP	Integrated Air Quality Management Plan
ICRMP	Integrated Cultural Resources Management Plan
IMMP	Integrated Material Management Plan
INRMP	Integrated Natural Resources Management Plan
IPL	Integrated Priority List
IWMP	Integrated Waste Management Plan
LBP	Lead-Based Paint
MILCON	Construction of Mission Support Facilities Over \$750,000
msl	Mean sea level
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act of 1966
NOI	Notice of Intent
NRHP	National Register of Historic Places
PCB	Polychlorinated Biphenyls
PIF	Partners In Flight
RI	Remedial Investigation
ROW	Right-of-Way
RRS	Risk Reduction Standard
SCS	Soil Conservation Service
SEA	Supplemental Environmental Assessment
SHPO	State Historic Preservation Officer
SWPPP	Storm Water Pollution Prevention Plan
T&E	Threatened and Endangered
TCEQ	Texas Commission on Environmental Quality
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks and Wildlife Department
U.S.	United States
U.S.C.	United States Administrative Code
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
VOC(s)	Volatile Organic Compound(s)

## **1.1 INTRODUCTION**

The 7th Bomb Wing (7 BW) is the host unit at Dyess Air Force Base (AFB) near Abilene, Texas (**Figure 1-1** located at the end of the section). The 7 BW provides operational capability for Air Combat Command's (ACC's) largest B-1 bomber wing. The 7 BW delivers global power to support Joint Chiefs of Staff tasking for the joint/combined application of conventional air power worldwide, produces combat-ready aircrews in the only Air Force (AF) B-1 formal training unit, and provides aviation, logistics, base support, and medical infrastructure. Dyess' primary tenant organization is the 317 Airlift Group (317 AG) of Air Mobility Command (AMC). The 317 AG operates C-130 aircraft in support of airlift requirements worldwide.

Dyess AFB proposes to implement construction projects associated with the Dyess AFB General Plan (DGP), which establishes a base-wide vision, focusing on key areas for improvement, critical focus areas, and winning strategies (Dyess 2009). Potential future Capital Improvement Program (CIP) projects at Dyess AFB are required as the Base's mission evolves with AF requirements. Typical future CIP projects may include construction of new facilities, demolition of facilities, maintenance/repair of existing facilities, installation of new equipment, acquisition/disposal of real property, road surface/parking area improvements, and modification of existing facilities. The current list of potential future projects includes projects listed on the Dyess AFB Integrated Priority List (IPL), military construction (MILCON) projects, and various other capital improvements.

In accordance with the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [U.S.C.] 4321-4347), Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] 1500-1508), and the AF's regulations for implementing the Environmental Impact Analysis Process (32 CFR Part 989, et seq.), the 7 BW has prepared this CIP Environmental Assessment (EA) that considers the potential consequences to the human and natural environment that may result from implementation of CIP projects or their alternatives.

## **1.2 BACKGROUND**

### **1.2.1 Dyess Air Force Base History**

Prior to its development as a military installation, the Dyess AFB property consisted of farm and ranch land. The installation's military history began in 1942 as Tye Army Airfield, which was used for military pilot training. The airfield was operated as an extension of the mission of Camp Barkeley, located several miles southwest of Abilene. Camp Barkeley was opened 7 December 1940 and served as home for over 20,000 soldiers during World War II. Camp Barkeley was closed 1 April 1945 and the deed to the land was sold to the city of Abilene for \$1.00. From 1947 to 1952, the Texas National Guard used 1,500 acres of the former airfield as a training facility. Following the outbreak of the Korean War, there was a need for additional AF installations. Recognizing the benefits a military facility brings to a community, the citizens of Abilene raised over \$750,000 to purchase 3,500 acres of land adjoining the former Camp Barkeley. In 1952, the city offered this newly acquired land, along with the 1,500 acres utilized by the Texas National Guard, to the Department of Defense (DoD) for use as a military facility.



By July 1952, Congress had approved the appropriations to construct a Strategic Air Command installation in Abilene. Construction began in 1953 and the first unit was activated in 1955. The former Texas State National Guard Base was dedicated as a United States (U.S.) Air Force Base on 16 April 1956. The installation was renamed Dyess AFB in honor of Lieutenant Colonel William Edwin Dyess. The first aircraft stationed at Dyess AFB were B-47 bombers and KC-97 tankers. During the 1960s, B-52 and KC-135 aircraft operated at Dyess AFB. From 1961 to the present, troop carrier activities have also taken place at Dyess AFB, first under Tactical Air Command, then Military Airlift Command, and currently under AMC.

Between 1961 and 1965, Dyess AFB supported maintenance facilities for numerous launch silos for Atlas F missiles located around the installation. The B-52 aircraft were replaced by B-1Bs in 1985. In 1993, the 7th Wing moved to Dyess AFB, where it began flying the B-1B Lancer and C-130 Hercules. In 1997, the 317 AG was activated at Dyess AFB under the 15th AF and AMC and the 7th Wing became the 7 BW, the host unit at Dyess AFB.

### 1.2.2 Mission and Population

As an ACC installation, Dyess AFB fulfills the ACC's mission as the primary provider of combat air forces to America's unified combatant commands. The mission of the 7 BW is "to provide world class airman and airpower for the warfighter." The 7 BW accomplishes this mission by developing and maintaining operational capability for ACC's largest B-1 bomb wing; delivering global power to support Joint Chiefs of Staff tasking for the joint/combined application of conventional air power worldwide; producing combat-ready aircrews in the AF's only B-1 formal training unit; and providing aviation, logistics, base support, and medical infrastructure. In 2002, the 7 BW implemented the combat wing organization in an effort to align the AF's core competencies with wing-level organizations. As indicated earlier, Dyess' primary tenant organization is the 317 AG which operates C-130H aircraft in support of airlift requirements worldwide. The C-130J Super Hercules has subsequently replaced the C-130H and the 317 AG is transitioning to this aircraft.

The Operations Group includes all operational and training flying squadrons. The Maintenance Group includes maintenance of aircraft, components, and equipment, as well as general operations and munitions. The Mission Support Group includes civil engineering (design and construction, environmental, fire, housing, operations, and explosive ordnance), communications, logistics readiness, and security forces. The 7th Medical Group is comprised of medical support, aeromedical/dental, and medical operations squadrons.

Dyess AFB has a working population of 5,215 military and civilian employees (Personal Communication, Saucier 2010), including approximately 4,884 active military personnel (Dyess 2008). The primary tenants at Dyess AFB are the 317 AG, the U.S. Marine Corps, and the Texas National Guard and Reserves (Dyess 2009). A Texas National Guard – Armed Forces Reserve Center is currently under construction at Dyess AFB. Occupancy of the facility is anticipated in 2011 – 2012.

ACC Associate Units at Dyess AFB include: ACC Training Support Squadron Detachment 14 and 29th Training Systems Squadron Detachment 4. Other associated units include:

- Field Training Detachment 20
- 77th Weapons Squadron
- Army and Air Force Exchange Service
- Defense Commissary Agency
- Area Defense Counsel
- Air Force Office of Special Investigations
- Air Force Audit Agency
- Boeing Aerospace Operations Inc.
- Defense Security Service
- Defense Reutilization and Marketing Office
- Rockwell Collins
- 377th B-1 Test and Evaluation Squadron

In addition to the units listed, the 7 BW also supports the Lonestar Complex, formerly known as the Lonestar Electronic Scoring Site (ESS). The Lonestar Complex provides airspace and electronic threat simulators in the West Texas region. The Snyder ESS, located at the airport in Snyder, Texas, resides on land leased by Dyess AFB. Along with the main site in Snyder, Dyess AFB leases five remote locations to create a complex of threat simulators that aircraft fly against to get electronic warfare signal recognition and threat reaction training (Dyess 2009).

### **1.3 CAPITAL IMPROVEMENT PROGRAM**

The CIP is part of the DGP, which was prepared in response to the ACC commitment to manage AF resources effectively and protect the environment. The comprehensive DGP planning process addresses several areas affecting or influencing installation development. It is a process that promotes informed, sound and coordinated decisions regarding future installation development and capital improvements. The planning process consists of five major steps (Dyess 2009):

1. Identification of mission, goals, existing conditions, and requirements
2. Evaluation of opportunities, constraints, and alternative solutions
3. Implementation of the preferred alternative
4. Maintenance/Revision of the Electronic General Plan (EGP)
5. Feedback to improve the EGP

The DGP provides the 7 BW Commander and other key decision-makers a picture of Dyess AFB present and future capabilities to support its mission. It is a concise, stand-alone document, summarizing information in four core areas:

1. Composite Constraints and Opportunities
2. Infrastructure
3. Land Use
4. Capital Improvements

The capital improvements section uses the findings and recommendations from the other core areas to define and describe CIP projects and proposals that will guide the future physical development of the installation.

CIP projects are prioritized for completion in the yearly IPL, which is maintained by the Dyess AFB Facilities Action Working Group (FAWG). The FAWG includes numerous active duty and civilian representatives from organizations around the Base. Starting in Fiscal Year 2010 (FY10) the IPL consists of three separate priority lists:

1. Sustainment priorities- maintenance and repairs to preserve existing assets.
2. Restoration and Modernization priorities- restore failed assets, renovate or modernize current assets to include new construction or additions less than \$750,000.
3. Demolition Priorities- Does not include facilities that are demolished for construction of mission support facilities over \$750,000 (MILCON) projects.

### 1.4 CAPITAL IMPROVEMENT PROGRAM ENVIRONMENTAL ASSESSMENT PROCESS

NEPA, the CEQ regulations implementing NEPA [40 CFR Parts 1500 through 1508], and the AF regulations for NEPA compliance (32 CFR Part 989) direct the AF and other federal agencies to fully understand, and take into consideration during decision-making, the environmental consequences of proposed federal actions. Thereby, Dyess AFB must comply with NEPA on all major federal actions.

This EA covers potential future CIP projects that may be implemented at Dyess AFB. A finding of No Significant Impact (FONSI) will be executed for typical actions covered in this EA that would not result in significant environmental impacts. Because this EA is program-wide and not project-specific, descriptions for individual projects are not included in this EA. However, basic descriptions of typical/anticipated CIP projects are provided in Section 3. AF Form 813, Request For Environmental Impact Analysis, would be completed for each CIP project showing the that project, alternatives, potential impacts, and mitigation were reviewed and found to be fully and accurately described by this EA and the associated FONSI, and no further documentation is required to comply with NEPA. A copy of AF Form 813 is included in Appendix B. In addition, an EA Applicability Decision Tree has been prepared to assist project proponents in determining whether project categories in this EA apply to specific future CIP projects. The EA Applicability Decision Tree is shown in **Figure 1-2** located at the end of the section.

If a project is expected to create environmental impacts not described in this EA; create impacts of a greater magnitude, extent, or duration than those described in this EA; or require mitigation measures to keep the impacts below significant levels that are not described in this EA; a Supplemental Environmental Assessment (SEA) and corresponding FONSI would be issued for that project. Projects for which it has been determined during the preparation of the SEA would require a more detailed environmental review, or projects that do not fit into the typology included in this EA, will be subject to a project-specific EA or Environmental Impact Statement (EIS) process as required by NEPA and associated federal, state, and local statutes. A sample SEA is included in Appendix C.

This EA applies to potential future CIP projects identified by Dyess AFB personnel, including the projects described in the FY10 IPL, military construction projects, and other planned or foreseeable projects. When a specific project is ready for decision, the appropriate Environmental Section personnel will review this EA document and the EA Applicability Decision Tree (**Figure 1-2**) to determine if site-specific information is available and what level of environmental analysis and documentation would be appropriate at that time. If the level of analysis in this EA is insufficient for the specific project, additional analysis would be tiered off of this EA, in accordance with 40 CFR Part 1508.28.

As part of the environmental assessment process, the public must be given an opportunity to comment on projects involving federal funds. The public was informed of the CIP EA via a public notice published in the Abilene Reporter-News on 31 July 2010 and the Sound of Freedom on 6 August 2010 (**Appendix D**). The public notices informed the public of Dyess' intent to issue a Finding of No Significant Impact based on the CIP EA and instructed the public that copies of the EA were available for review at the Hardin-Simmons University Library and at the Base Environmental Office. No comments from the public were received during the 30-day comment period.

## **1.5 APPLICABLE REGULATORY REQUIREMENTS AND COORDINATION**

### **1.5.1 Environmental Policy**

NEPA (42 U.S.C. -- 4321 et seq.) established a national policy to encourage harmony between man and his environment, and to promote efforts to prevent, mitigate, or eliminate damage to the environment and stimulate the health and welfare of man. NEPA procedures ensure that environmental information related to federal action is made available to public officials and citizens, and that the environmental information, along with public input, is considered in the federal decision-making process.

Executive Order (EO) 11514, Protection and Enhancement of Environmental Quality, as amended by EO 11991, sets policy for directing the federal government in providing leadership in protecting and enhancing the quality of the nation's environment. The CEQ Regulations (40 CFR - 1500 to 1508) implement the procedural provisions of NEPA. 32 CFR 989 establishes the specific AF procedural requirements for implementation of NEPA.

### **1.5.2 Biological Resources**

The Endangered Species Act (16 U.S.C. -- 1531 to 1544) requires federal agencies to determine the effects of their actions on federally-listed threatened and endangered (T&E) species of fish, wildlife, and plants, and their critical habitats, and take steps to conserve and protect these species.

EO 11990, Protection of Wetlands, requires federal agencies to take action to avoid or minimize the destruction, loss, or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands.



EO 13112, Invasive Species, directs federal agencies to prevent the introduction of invasive species and provide for their control and to minimize the economic, ecological, and human health impacts that invasive species cause. Federal agencies shall not authorize, fund, or carry out actions that it believes are likely to cause or promote the introduction or spread of invasive species.

Migratory Bird Treaty Act (16 U.S.C. -- 703-712), establishes Federal prohibition, unless permitted by regulations, to "pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention . . . for the protection of migratory birds . . . or any part, nest, or egg of any such bird."

Bald and Golden Eagle Protection Act of 1940 (16 U.S.C. 668-668d, as amended), Provides for the protection of the bald eagle (the national emblem) and the golden eagle by prohibiting, except under certain specified conditions, the taking, possession and commerce of such birds (including their parts, nests or eggs).

### **1.5.3 Public Health**

EO 12088, Federal Compliance with Pollution Control Standards, directs federal agencies to comply with federal, state, and local laws and regulations concerning air, water, and noise pollution, and hazardous materials and substances to the same extent as any private party.

EO 13045, Protection of Children from Environmental Health Risks and Safety Risks, requires that potential health and safety impacts that could disproportionately affect children will be considered.

### **1.5.4 Environmental Justice**

EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, requires that each federal agency make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

### **1.5.5 Floodplain Management**

EO 11988, Floodplain Management, requires that each federal agency provides leadership and take action to reduce the risk of flood loss, minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values of floodplains. The federal agency is responsible for evaluating the potential impacts to floodplains of any action it may take. The implementation of NEPA with this EA satisfies the AF responsibilities under this EO.

### 1.5.6 Cultural Resources

Cultural resources (archaeological and historical sites and structures) must be examined according to the National Historic Preservation Act of 1966 (NHPA) and 36 CFR 800, *Protection Of Historic Properties*, in addition to review under NEPA. Significant historical and archaeological properties and sites that may be impacted by the proposed action or alternatives must be identified. Significant sites are defined as those listed on or determined eligible for listing on the National Register of Historic Places (NRHP).

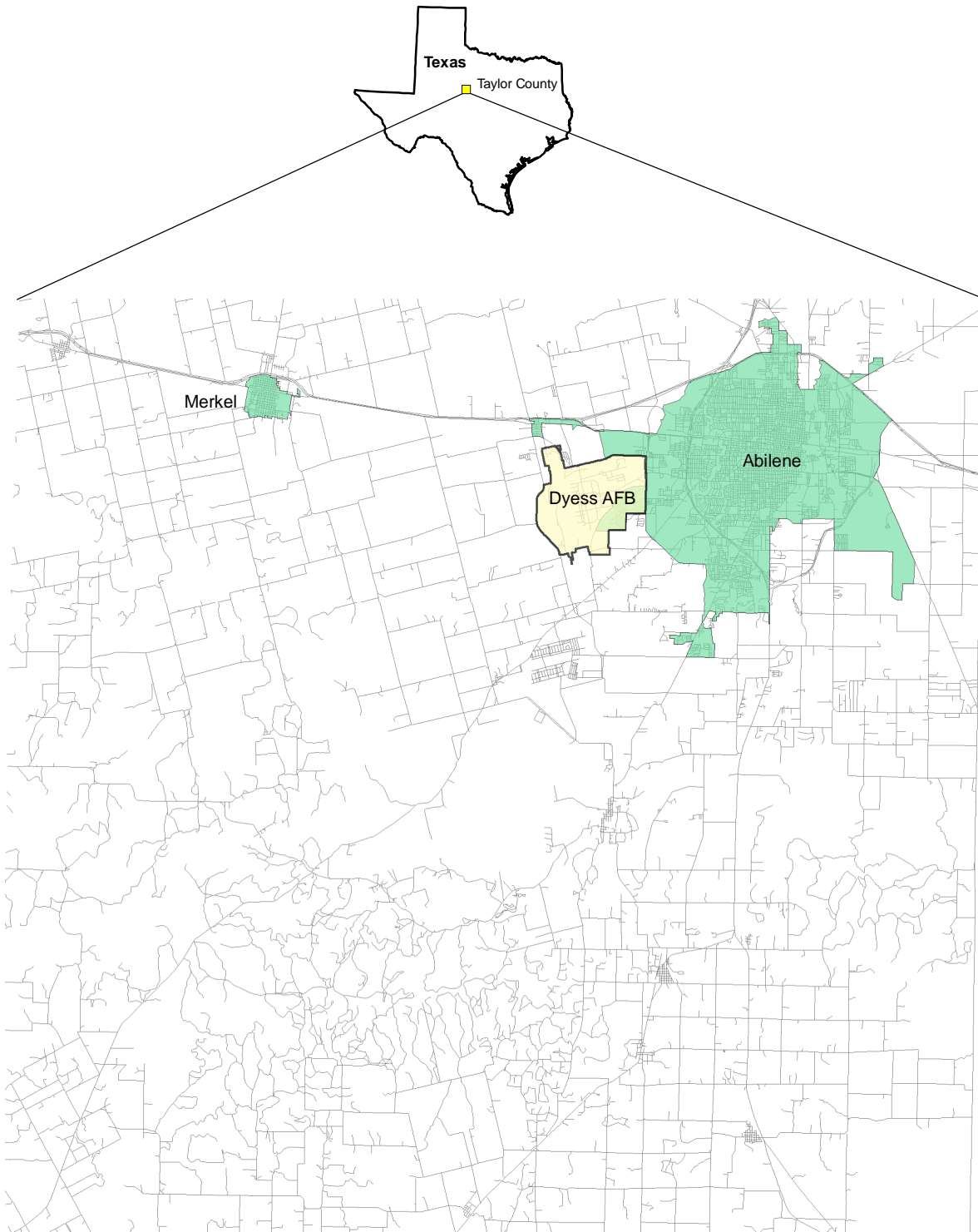
As per 36 CFR 800.4 and 800.5, the EA was provided to the Texas State Historic Preservation Officer (SHPO) for review during the 30 day public comment period, and no comments were received during the 30 day public comment period.

Air Force Instruction (AFI) 32-7065 (AF 2004), *Cultural Resources Management Program*, covers AF compliance with the NHPA (16 U.S.C. 470 et seq), the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001-3013), and EO 13007, *Indian Sacred Sites* (AF 2004).




### 1.5.7 Environmental Impact Analysis Process

32 CFR 989, outlines the AF environmental impact analysis process for compliance with NEPA and other regulations including general compliance requirements and instruction for preparing the various levels of environmental documentation.

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### Legend

-  Dyess AFB Boundary
-  Urban Areas
-  Roads



**Dyess AFB**



**Figure 1-1**  
**Location Map**

Designed By:

JW

Drawn By:

JW

Checked By:

BO

Submitted By:

BO

Projection:

WGS 1984 UTM Zone 14N

**Capital Improvement Program**  
**Environmental Assessment**

Routine:

- General Maintenance
- Repair (Existing Facility/Structure)

## Type of Action

**Categorical Exclusion (CATEX) Applies**

All Others  
Must Determine Applicability of Environmental Assessment (EA)

## EA Applicability Tests

Demolition Project?

Yes  
Addressed in Section 3.2

No

Construction with New Footprint?

Yes  
Addressed in Section 3.2

No

Utility Extension?

Yes  
Addressed in Section 3.3.5

No

Stormwater Management Project?

Yes  
Addressed in Section 3.3.6

No

Modification of Existing Structure?

Yes  
Addressed in Section 3.5

No

Coordinate with NEPA Program Manager --- EA Unlikely to Apply

### Does Action Involve:

- Unique Conditions?
- Extraordinary Conditions?
- Impacts to Unique Resources?
- Multiple Buildings?
- Large Buildings
- Potential T&E Species Habitat?

Yes

### Prepare Project Level Document:

- SEA
- Standalone EA
- Standalone EIS

No

**Adopt EA**

ENVIRONMENTAL REVIEW PROCESS  
CAPITAL IMPROVEMENT PROGRAM  
ENVIRONMENTAL ASSESSMENT  
DYESS AFB, TEXAS

DRN. BY: BT	DATE: 4/29/10	PROJECT NO	FIG NO.
CHK'D. BY: SV	DATE: 4/29/10	16170506	1-2



This EA discusses potential environmental impacts associated with implementing various CIP projects at Dyess AFB. This EA also provides the public and decision-makers with the information required to understand and evaluate these potential impacts. In addition, this EA addresses the need to expedite the NEPA review process for routine infrastructure projects in the interest of Dyess AFB's mission.

The primary mission of the 7 BW, which is the host wing at Dyess AFB, is to develop and maintain operational capability for its B-1B aircrews, including two combat squadrons, a weapons school, a B-1 test and evaluation squadron, and the Air Force's only B-1B formal training unit. Dyess' primary tenant organization is the 317 AG that operates C-130 aircraft in support of airlift requirements worldwide.

The 7 BW mission is supported by a comprehensive planning process, which seeks to rationalize the process by which decisions concerning land use, infrastructure development, and project sitings are made. The CIP incorporates the infrastructure development component into the 7 BW mission. In addition to specific mission objectives, the AF and ACC provide additional directives and goals that must be achieved at the base level. Dyess AFB strives to meet these goals to ensure compliance with AF and ACC directives.

Due to the dynamic nature of AF operations, infrastructure needs continually shift in response to changing AF and mission requirements. Dyess AFB has identified a need to provide an infrastructure that would continue to support the base mission while giving full consideration to the built and natural environment. This EA provides full consideration of environmental consequences and NEPA-compliance for the proposed CIP projects, while addressing the need to expedite the NEPA review process for routine infrastructure projects in the interest of Dyess AFB's mission going forward.

This section describes the typical CIP projects anticipated at Dyess AFB that are not eligible for categorical exclusion (CATEX), as defined in 32 CFR 989, Appendix B. **Table 3-1** lists projects included in the FY10 IPL that are eligible for CATEX based on 32 CFR 989. Examples of unique circumstance where a CATEX may not be appropriate and an EA would be needed are projects with:

- Greater scope than usual for a given type of project
- Potential for degradation of environmental conditions
- Use of unproven technology
- Use of hazardous or toxic substances that may come in contact with the surrounding environment
- Presence of T&E species, archaeological remains, historical sites, or other protected resources
- Potential to adversely affect areas of critical environmental concern
- Potential to disproportionately affect minority or low-income populations

FY10 IPL proposed projects not eligible for CATEX were used to develop, describe, and evaluate the following project categories. **Table 3-2** lists projects included in the FY10 IPL that would be covered under this EA. In addition to the IPL projects, interviews with Dyess AFB personnel were conducted to determine potential future CIP project categories.

### 3.1 NO ACTION ALTERNATIVE

Inclusion of the No Action Alternative is required under NEPA. The No Action Alternative is defined as maintaining the status quo with no CIP projects being funded or completed. Under this alternative, necessary upgrades, additions, or demolition to existing structures may not be completed, which may account for existing structures no longer meeting the needs of the mission. Under the No Action Alternative, no new structures would be funded or constructed, potentially impacting the 7 BW mission and resulting in the Base being in violation of AF and ACC directives. No facilities would be demolished and the AF goal of 20 percent reduction in buildings by 2020 would not be accomplished. Real property would not be acquired/disposed of as needed to meet operational requirements. Buildings would not be modified as needed to perform new functions. Routine maintenance would continue to be performed.

### 3.2 DEMOLITION PROJECTS

Dyess AFB operations are dynamic, changing as AF priorities and needs change throughout the world. As operations change, existing buildings frequently do not meet the new needs. If these buildings cannot be upgraded, modified or retrofitted or if the facility is no longer needed, the buildings would need to be demolished to make room for new facilities that meet the operational requirements of the Base. In addition, the AF has set the goal of a 20 percent reduction of buildings by 2020. Dyess AFB would strive to meet this goal by consolidating operations and demolishing buildings that are deemed to be excess. For the purposes of this EA, demolition

projects consist of decommissioning and demolishing existing buildings and ancillary equipment. The EA assumes the following parameters are included in these types of projects:

- Qualified personnel would perform demolition activities. All equipment and demolition materials would be stored on previously disturbed land.
- All underground utilities would be removed, capped, or retrofit for future construction.
- All features of the structure would be removed, including the foundation. Ancillary structures, such as storage buildings, fences, and parking areas could also be removed.
- The worksite would be surrounded with a construction fence and appropriate signage during demolition activities to restrict unauthorized personnel.
- All demolition materials would be removed and disposed of off-site in an approved facility, in compliance with all applicable laws and regulations.
- Prior to demolition, all buildings would be surveyed for Asbestos-Containing Materials (ACM). If any ACM were present, abatement would be performed in accordance with local, state, and federal regulations.
- All fuel storage tanks and/or initial accumulation points (IAPs) for hazardous and petroleum waste would be removed prior to building demolition.
- Following all demolition activities, the area would be backfilled and compacted with clean topsoil, and graded to match adjacent contours. The area would be landscaped and revegetated according to the current Integrated Natural Resources Management Plan (INRMP).
- A Texas Pollutant Discharge Elimination System (TPDES) permit would be obtained if the disturbed area would encompass more than 1 acre.
- Spill control measures (e.g., temporary berms, secondary containment, spill kits, etc.) would be implemented if construction contractors utilize temporary aboveground storage tanks (ASTs) to conduct on-site equipment fueling.

Demolition projects that may not be included in this EA would include demolition projects that may result in environmental contamination or the disposal of a large quantity of contaminated media (e.g., bulk fuel storage areas, small arms range, etc.).

### 3.3 CONSTRUCTION PROJECTS

For the purposes of this EA, the base has been divided into three areas. Those areas are described as (1) Developed, (2) Residential, and (3) Non-Developed, as shown on **Figure 3-1** at the end of the section. Military housing at Dyess AFB is in the process of being privatized. Construction projects related to the privatization effort, and projects that may be implemented following the privatization would undergo separate NEPA assessment. Therefore, projects covered by this EA would not occur within the residential portion of the Base.

### 3.3.1 Driveways and Parking Areas

Access to buildings and other facilities is an important aspect of efficient AF operations. Currently, there is limited parking at various buildings throughout Dyess AFB. The projects evaluated in this category would include constructing new parking areas and driveway access points. General repair or maintenance of existing surface features is not included under these types of projects. Parking areas would be constructed in a manner that would not interfere with existing storm water drainage systems. Construction of all driveways and parking areas would include the following parameters:

- Construction would not occur in a wetland, floodplain, or other sensitive environmental area.
- Construction would be limited to developed portions of Dyess AFB near Base support, operations, or recreational facilities.
- Pre-construction site grading and earthwork may be required. Fill material would be obtained from an approved off-base source or from a designated on-base stockpile. Post-construction, excess soils would be stored at an approved off-base source or a designated on-base stockpile.
- During construction, Best Management Practices (BMPs), such as silt fences or straw bales, would be employed to reduce soil erosion and prevent or reduce sedimentation.
- Spill control measures (e.g., temporary berms, secondary containment, spill kits, etc.) would be implemented if construction contractors utilize temporary ASTs to conduct on-site equipment fueling.
- The worksite would be surrounded with a construction fence and appropriate signage to restrict unauthorized personnel.
- Surface covering of the completed driveways and parking lots could consist of asphalt, concrete, or rock/gravel.
- Following construction activities, all remaining disturbed areas would be revegetated according to the current INRMP.
- A TPDES permit would be obtained if the disturbed area would encompass more than 1 acre.

### 3.3.2 Minimum Use Access Roads and Recreational Trails

Access to the undeveloped portion of Dyess AFB is limited to a few access roads, with some areas accessible only with off-road vehicles. This alternative would involve the construction of additional access roads and/or recreational trails (e.g., running, walking, bicycling) located throughout Dyess AFB. The analysis of this alternative does not include any buildings, training facilities, or structures of any kind that may be constructed in conjunction with an access road. Construction of all minimum use access roads and recreational trails would include the following parameters:

- Construction would not occur in a wetland or other sensitive environmental area.

- Construction may occur in developed or undeveloped portions of Dyess AFB, as shown in **Figure 3-2** at the end of the section.
- Pre-construction site grading and earthwork may be required. Fill material would be obtained from an approved off-base source or from a designated on-base stockpile. Post-construction, excess soils would be stored at an approved off-base source or a designated on-base stockpile.
- During construction, BMPs, such as silt fences or straw bales, would be employed to reduce soil erosion and prevent or reduce sedimentation.
- Spill control measures (e.g., temporary berms, secondary containment, spill kits, etc.) would be implemented if construction contractors utilize temporary ASTs to conduct on-site equipment fueling.
- The worksite would be surrounded with a construction fence and appropriate signage to restrict unauthorized personnel.
- Minimum access roads would be limited to one lane (12 feet wide) and trails would be limited to a width of 10 feet.
- Surface covering of the completed road could consist of grass, dirt, or gravel. Surface covering for trails could consist of grass, dirt, gravel, mulch, asphalt, or concrete.
- Following construction activities, all remaining disturbed areas would be revegetated according to the current INRMP.
- A TPDES permit would be obtained if the disturbed area would encompass more than 1 acre.

### 3.3.3 Recreational and Services Facilities

The Air Force Services Agency (AFSVA) provides support of Dyess AFB operations by providing recreational and support facilities. AFSVA provides basic community support programs that support the military mission by satisfying the basic physiological and psychological needs of military members and their families. Dyess AFB places a high priority on AFSVA activities, and has several facilities (golf course, football field etc.) that can be utilized by the Base community.



In addition to recreational areas, AFSVA provides retail and commerce outlets to Base residents. Projects in this classification will require construction of a building and ancillary structures or additions and modifications to existing buildings. Typical ancillary structures that would be expected may include fencing, sidewalks or walking paths, and other contributory features. General components of these recreational and Base support projects include:

- Structures would be located in areas designated as developed on **Figure 3-1**.

- The construction site would not be located in a floodplain, wetland, or other sensitive environmental area.
- Surrounding land use would be compatible with the recreational or Base support facility.
- All necessary underground utilities would be brought to the facility from existing lines.
- The worksite would be surrounded with a construction fence and appropriate signage to restrict unauthorized personnel.
- Pre-construction site grading and earthwork may be required. Fill material would be obtained from an approved off-base source or from a designated on-base stockpile. Post-construction, excess soils would be stored at an approved off-base source or a designated on-base stockpile.
- During construction, BMPs, such as silt fences or straw bales, would be employed to reduce soil erosion and prevent or reduce sedimentation.
- Spill control measures (e.g., temporary berms, secondary containment, spill kits, etc.) would be implemented if construction contractors utilize temporary ASTs to conduct on-site equipment fueling.
- Following construction activities, all remaining disturbed area would be revegetated according to the current INRMP.
- A TPDES permit would be obtained if the disturbed area would encompass more than 1 acre.

### 3.3.4 Mission Support Facilities

Dyess AFB develops and maintains operational capability for the ACC's largest B-1 Bomber Wing. The 7 BW delivers global power to support combatant commander taskings for the joint and combined application of conventional airpower, produces combat-ready aircrews in the AF's only formal B-1 training unit, and provides operations, maintenance, and medical mission support for the Base.

This project category includes construction projects that would ensure the accomplishment of 7 BW and 317 AG missions by developing and maintaining operational capabilities of the B-1 and C-130 fleets. It includes MILCON projects and other new construction projects from the IPL. Descriptions of the FY10 IPL and MILCON projects that may fall into this category are provided in Appendix A. Projects in this classification may require demolition of existing structures, as well as construction of new buildings and ancillary structures. General components of these projects include:

- Structures would be constructed in areas identified as developed on **Figure 3-1** and would be compatible with surrounding land use.
- The construction site would not be located in a floodplain, wetland, or other sensitive environmental area.
- All necessary underground utilities would be brought to the facility from existing lines.



- All new petroleum storage tanks must be either ASTs or ASTs contained in an underground vault.
- The worksite would be surrounded with a construction fence and appropriate signage to restrict unauthorized personnel.
- Pre-construction site grading and earthwork may be required. Fill material would be obtained from an approved off-base source or from a designated on-base stockpile. Post-construction, excess soils would be stored at an approved off-base source or a designated on-base stockpile.
- During construction, BMPs, such as silt fences or straw bales, would be employed to reduce soil erosion and prevent or reduce sedimentation.
- Spill control measures (e.g., temporary berms, secondary containment, spill kits, etc.) would be implemented if construction contractors utilize temporary ASTs to conduct on-site equipment fueling.
- Following construction activities, all remaining disturbed area would be landscaped and revegetated according to the current INRMP.
- If the facility would include any petroleum product storage tanks, all appropriate spill control procedures would be implemented according to the Environmental Protection Agency (EPA) One Plan.
- If the facility would include an IAP for hazardous and petroleum wastes, the IAP would be managed according to the procedures outlined in the current Dyess AFB Integrated Waste Management Plan (IWMP) (Dyess 2005c). In addition, any tank with a capacity greater than 1,100 gallons would be registered with the Texas Commission on Environmental Quality (TCEQ) Petroleum Storage Tank Division.
- A TPDES permit would be obtained if the disturbed area would encompass more than 1 acre.

### 3.3.5 Utility Extensions

Dyess AFB is served by both aboveground and underground utilities. This alternative includes future proposed projects that would involve upgrading and expanding utilities servicing Dyess AFB. Proposed utility systems located in an existing right-of-way (ROW) would be subject to a CATEX. This alternative evaluates those actions that would include construction of underground and aboveground utilities outside of existing ROWs in areas throughout Dyess AFB.

In general, aboveground utilities construction would include the placement of utility poles and overhead electrical lines. These actions would involve ground disturbance in the immediate vicinity of the utility pole location.

Underground utility construction would include trenching, excavating, and horizontal boring methods. Regardless of construction method, all disturbed areas would be backfilled, compacted, and revegetated according to the current INRMP.

The following components would be included with utility extension actions:

- Aboveground structures would not be located in a floodplain, wetland, or other sensitive environmental area.
- Alignment of utility extension structures would be designed to avoid crossing wetlands to the extent feasible. If a project necessitates a wetlands utility crossing, horizontal boring techniques would be used to route the utility under the wetlands. Because horizontal boring effectively avoids disturbance and adverse effects to the wetland, a FONPA (Finding of No Practical Alternative) would not be required.
- Horizontal boring techniques would be utilized if the utility extension would involve crossing a roadway.
- All new utility equipment would be polychlorinated biphenyl (PCB) free.
- During construction, BMPs, such as silt fences or straw bales, would be employed to reduce soil erosion and prevent or reduce sedimentation.
- Spill control measures (e.g., temporary berms, secondary containment, spill kits, etc.) would be implemented if construction contractors utilize temporary ASTs to conduct on-site equipment fueling.
- Following construction activities, all remaining disturbed area would be landscaped and revegetated according to the current INRMP.
- A TPDES permit would be obtained if the disturbed area would encompass more than 1 acre.



### 3.3.6 Stormwater Management



Stormwater management projects at Dyess AFB would include repairing or stabilizing embankments, installing culverts, and upgrading drainage ditches. During construction, BMPs would be employed to reduce soil erosion and prevent or reduce sedimentation. Heavy equipment would normally be operated from an adjacent road, bank, or other feature; although it may be necessary in some cases to operate the equipment in the channel. In this instance, the waterway may need to be temporarily diverted using a pipe or secondary channel.

The goal of these projects is to reduce the flood hazard to adjacent land, enhance the natural stormwater system, and provide for efficient conveyance of stormwater through Dyess AFB. Existing stormwater systems would be enhanced to allow for a more efficient conveyance of

water through the Base. The conveyance channels would include drainage swales, earthen channels, concrete channels, or subsurface concrete pipes.

The installation of culverts may consist of corrugated metal pipes, reinforced concrete pipes, or reinforced concrete box culverts. Installation of culverts would follow the existing drainage or roadways, as appropriate. The capacity of the culvert crossing may be increased to reduce the risk of flooding to the surrounding area, or the culvert may be modified to prevent overtopping. Typical projects may include:

- Increasing the size of the culvert or adding additional culvert barrels
- Changing the type of culvert
- Changing the location or alignment of the culvert
- Adding features, such as a headwall, discharge apron, or riprap to reduce the potential for erosion or damage to the culvert or crossing
- Replacing fill material
- Stabilizing embankment with rock riprap
- Installing retaining walls or geotextile fabrics
- Using bioengineering techniques, such as vegetation plantings
- Spill control measures (e.g., temporary berms, secondary containment, spill kits, etc.) would be implemented if construction contractors utilize temporary ASTs to conduct on-site equipment fueling



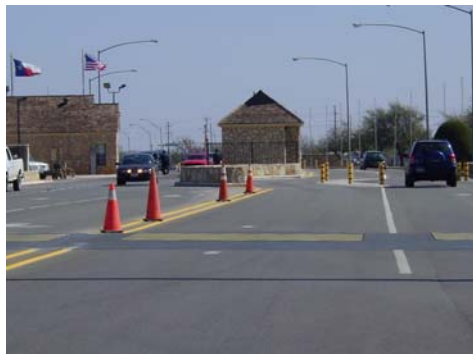
Any action that impacts a natural waterway, alters vegetation adjacent to a stream corridor, or impacts a floodplain would require coordination with the U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS), TCEQ, the Texas Parks and Wildlife Department (TPWD), and local floodplain administrators. If the action would involve channel modifications, changes to culvert capacity, or the installation of attenuation structures, a hydraulic/hydrologic analysis could be required to evaluate the potential impacts on downstream flows. A TPDES permit would be obtained if the disturbed area would encompass more than 1 acre.

### 3.3.7 Force Protection/Anti-Terrorism Projects



Protection of military assets and facilities is essential to the 7 BW mission. Force protection/anti-terrorism (FP/AT) projects would provide additional security features to the Dyess AFB infrastructure. Potential projects may include gate security, building security, or flightline security improvements. Anticipated gate security improvements would include the reconfiguration of the Dyess AFB entry control facilities (ECFs)

to include “S” shaped entrances, new guardhouses, parking areas, contractor vehicle search facilities, additional barriers, bollards, and walls. These projects would generally occur at one of the three existing gate locations shown on **Figure 3-1**; however, additional development in the vicinity of the gate may occur. The design of the ECF modifications is based on the DoD Entry Control Facilities guidelines (DoD 2005).



In addition to potential FP/AT projects that would be located at one of the three entry gates, other potential FP/AT projects may be constructed on base. These projects would include various barriers, bollards, fences, and other protective structures that would protect base assets. The location of these projects may be installed around existing structures or new construction. These projects would not include a potentially hazardous substances, construction in wetlands, or the construction of habitable buildings in the designated floodplain areas.

Construction of ECFs would include the following parameters:

- The project site would not be located in a floodplain, wetland, or other sensitive environmental area.
- Pre-construction site grading and earthwork may be required. Fill material would be obtained from an approved off-base source or from a designated on-base stockpile. Post-construction, excess soils would be stored at an approved off-base source or a designated on-base stockpile.
- During construction, BMPs, such as silt fences or straw bales, would be employed to reduce soil erosion and prevent or reduce sedimentation.
- Spill control measures (e.g., temporary berms, secondary containment, spill kits, etc.) would be implemented if construction contractors utilize temporary ASTs to conduct on-site equipment fueling.
- The worksite would be surrounded with a construction fence and appropriate signage to restrict unauthorized personnel.
- Following construction activities, all remaining disturbed areas would be revegetated according to the current INRMP.
- A TPDES permit would be obtained if the disturbed area would encompass more than 1 acre.

### 3.4 ACQUISITION AND DISPOSAL OF REAL PROPERTY

Periodically, Dyess AFB needs to acquire adjacent properties to meet operational requirements. In addition, several outlying Dyess AFB properties, such as weather stations, are no longer needed due to new technologies. This proposed project category would involve the acquisition of properties immediately adjacent to the current base boundaries, the disposal (transfer or sale) of existing AF property, or the exchange of existing AF property for adjacent property. Property

acquired would be undeveloped and the use of this property by Dyess AFB would be compatible with existing land use. Disposal of any property owned by the AF would not result in a significant change in land use of that property by the new owner. In addition, the following stipulations would occur:

- A Phase I Environmental Baseline Survey (EBS) would be conducted for each acquired or disposed site. The EBS provides an analysis of the property to determine an environmental condition of property category.
- Acquired/disposed properties would be compatible with surrounding land use.
- Historic structures or known archaeological sites would not be disposed of by the AF.
- No fill would be placed in any wetlands located on the disposed or acquired property.



### 3.5 ALTERNATIVE ACTIONS

#### *Modify Existing Buildings*

As mission and support requirements change, buildings may no longer fit the need of the new operation. This alternative involves modifying an existing building so it would be suitable to perform the new functions. In cases where modification of an existing building would not accommodate the new operation, this alternative would not be feasible. However, this discussion focuses on those instances where modification of a building would be a reasonable alternative to construction of a new facility. Modification of an existing building would involve renovation of the building, construction of additional features (e.g., ancillary buildings), and building expansion.

Building expansion would occur on land that has been previously disturbed during the construction of the existing building. All building expansion projects would be performed in the developed area of Dyess AFB, as shown in **Figure 3-2**. Existing utilities would continue to be utilized by the facility, although some upgrades may be necessary. Temporary displacement of personnel and services may be required during the construction period.

Parameters for this alternative would include the following:

- The construction site would not be located in a floodplain, wetland, or other sensitive environmental area.
- The facility would be located in the developed portion of Dyess AFB, and would be compatible with surrounding land use.
- All necessary underground utilities would be brought to the facility from existing lines.
- The worksite would be surrounded with a construction fence and appropriate signage to restrict unauthorized personnel.



- Pre-construction site grading and earthwork may be required. Fill material would be obtained from an approved off-base source or from a designated on-base stockpile. Post-construction, excess soils would be stored at an approved off-base source or a designated on-base stockpile.
- During construction, BMPs, such as silt fences or straw bales, would be employed to reduce soil erosion and prevent or reduce sedimentation.
- Following construction activities, all remaining disturbed area would be landscaped and revegetated according to the current INRMP.
- If the facility would include any petroleum product storage tanks, all appropriate spill control procedures would be implemented according to the EPA One Plan.
- If the facility would include any IAPs for hazardous and petroleum wastes, the IAP would be managed according to the procedures outlined in the current Dyess AFB IWMP. In addition, any tank with a capacity greater than 1,100 gallons would be registered with the TCEQ Petroleum Storage Tank Division.
- A TPDES permit would be obtained if the disturbed area would encompass more than 1 acre.



**TABLE 3-1**  
**CATEX PROJECTS - INTEGRATED PRIORITY LIST**  
**CAPITAL IMPROVEMENT PROGRAM ENVIRONMENTAL ASSESSMENT**  
**DYESS AFB**

Project#	Title	Type	CATEX Applies?	CATEX Number
FNWZ100052	Repair Runway Spalls & Critical Slabs	Sustain	Yes	A2.3.10
FNWZ100064	Repair Electrical Power Receptacles	Sustain	Yes	A2.3.10
FNWZ080092	Repair North Ammo Road	Sustain	Yes	A2.3.10
FNWZ100007	Replace Critical Slabs	Sustain	Yes	A2.3.10
FNWZ080054	Repair Fire Suppression System	Sustain	Yes	A2.3.10
FNWZ100075	Maintain Epoxy Paint Floors, Maintenance Shops	Sustain	Yes	A2.3.10
FNWZ080013	Repair Fire Suppression	Sustain	Yes	A2.3.10
FNWZ090081	Repair Fire Training Facility,	Sustain	Yes	A2.3.10
FNWZ100022	Repair Climate Control Unit (CCU), Hangar	Sustain	Yes	A2.3.10
FNWZ000122	Repair Windows 7407, 7409, 6135, 7218	Sustain	Yes	A2.3.10
FNWZ980116P1	Repair Water Mains Phase 1	Sustain	Yes	A2.3.10
FNWZ060020	Repair / Repave MSA Roads	Sustain	Yes	A2.3.10
FNWZ100066	Repair Airfield Spalls	Sustain	Yes	A2.3.10
FNWZ010016	Repair Roof & Flashing EOD/CEX, 7007	Sustain	Yes	A2.3.10
FNWZ040065	Replace Windows, High Risk Facilities	Sustain	Yes	A2.3.10
FNWZ100060	Repair Built-up Roofs, Multiple Facilities	Sustain	Yes	A2.3.10
FNWZ050032	Repair DV Quarters 7422	Sustain	Yes	A2.3.10
FNWZ980116P2	Repair Water Mains Phase 2	Sustain	Yes	A2.3.10
FNWZ050030P2	Repair / Seal Aprons Joints & Cracks	Sustain	Yes	A2.3.10
FNWZ090094	Repair / Repave Parking 5005, 4315, 7237	Sustain	Yes	A2.3.10
FNWZ100020	Repair Ventilation Corrosion Control, 5112	R & M	Yes	A2.3.9
FNWZ100069	Construct Deployment Processing Pavement, 4217	R & M	Yes	A2.3.10
FNWZ090039	Repair Perimeter Fence / Cable, Tye Gate & Subst	R & M	Yes	A2.3.10
FNWZ090038	Replace LZ Marker Panels, 16/34B 1	R & M	Yes	A2.3.9
FNWZ090046	Construct Covered Pad, 5108	R & M	Yes	A2.3.8
FNWZ060028	Construct Fire Escape, 7004	R & M	Yes	A2.3.8
FNWZ100070	Repair Command Post, 8030	R & M	Yes	A2.3.8
FNWZ000114	Repair Grade/ South Clear Zone 1	R & M	Yes	A2.3.10
FNWZ080136	Install Back-up Generator, 7007	R & M	Yes	A2.3.12
FNWZ090051	Convert 8 TLF Rooms to 4, 6240	R & M	Yes	A2.3.8
FNWZ000110	Repair Fence Line (Land Acquisition)	R & M	Yes	A2.3.10
FNWZ040067	Replace POV Parking, Basewide	R & M	Yes	A2.3.10
FNWZ960012	Repair Electrical Distribution, Area D	R & M	Yes	A2.3.10
FNWZ030035	Replace Emergency Generator, 3010	R & M	Yes	A2.3.9
FNWZ100072	Construct Cover for Outside Storage, 7004	R & M	Yes	A2.3.14
FNWZ020020FP	FP Install CCTV/Gates @ POL Bulk Storage, 9006	R & M	Yes	A2.3.14
FNWZ020019FP	FP Install CCTV/Gates @ Hydrant CASS 5224	R & M	Yes	A2.3.14
FNWZ040056	Repair Tye Asphalt LZ Surface	AMC SRMC	Yes	A2.3.10
FNWZ030078	Repair TWH	AMC SRMC	Yes	A2.3.10
FNWZ040053	Add RW 16/34B Overt/Covert Lighting	AMC SRMC	Yes	A2.3.13
FNWZ090038	Replace LZ Marker Panels 16/34B	AMC SRMC	Yes	A2.3.13
FNWZ100005	Alter C-130 Parking Configuration	AMC SRMC	Yes	A2.3.13

Notes:

AFB = Air Force Base  
 AMC = Air Mobility Command  
 CATEX = Categorical Exclusion  
 CCTV = Close-Circuit Television  
 CCU = Climate Control Unit  
 CEX = Readiness Support Directorate  
 DV = Distinguished Visitor  
 EOD = Explosive Ordnance Demolition  
 FP = Force Protection  
 LZ = Landing Zone  
 MSA = Munitions Storage Area  
 POL = Petroleum, Oil, and Lubricant  
 POV = Private-owner vehicle  
 R&M = Restoration and Modernization  
 RW = Runway  
 SRMC = Sustainment, Restoration, and Modernization  
 Sustain = Sustainment  
 TLF = Temporary Lodging Facilities

**TABLE 3-2**  
**NON-CATEX PROJ-INT-GRATED PRIORITY LIST**  
**CAPITAL IMPROVEMENT PROGRAM ENVIRONMENTAL ASSESSMENT**  
**DYESS AFB**

Project#	Title	Type	EA Section
FNWZ080076	Construct AGE Wash Rack, 5204	R & M	3.3.4 Mission Support Facilities
FNWZ100071	Construct Addition to MWD Kennels, 9106	R & M	3.5.1 Modify Existing Buildings
FNWZ080137	Extend Parking Lot, Flightline Side, 5225	R & M	3.3.1 Driveways And Parking Areas
FNWZ080098	Demolish Military Working Dog Admin.	Demo	3.2 Demolition Projects
FNWZ080100	Demolish Non-Munitions Store	Demo	3.2 Demolition Projects
FNWZ100074	Demolish MSA Observation Tower	Demo	3.2 Demolition Projects
FNWZ053002	Mission Operations Center 28,245 SF	Milcon	3.3.4 Mission Support Facilities
FNWZ093011	ADAL Network Control Center 17,200 SF	Milcon	3.3.4 Mission Support Facilities
FNWZ093010	Small Arms Range (21 Firing Points)	Milcon	3.3.4 Mission Support Facilities
FNWZ103004	Deployment Control Center 34,450 SF	Milcon	3.3.4 Mission Support Facilities
FNWZ093012	Personnel Support Facility 28,860 SF	Milcon	3.3.4 Mission Support Facilities
FNWZ983001	Consolidated SFS Facility 33,000 SF	Milcon	3.3.4 Mission Support Facilities
FNWZ063005	Consolidated Fabrication Flt Shop 61,890 SF	Milcon	3.3.4 Mission Support Facilities
FNWZ043002	BCE Complex 92,450 SF	Milcon	3.3.4 Mission Support Facilities
FNWZ083008	ADAL PMEL 2,860 SF	Milcon	3.3.4 Mission Support Facilities
FNWZ083005	Consolidated Operations Group 40,040 SF	Milcon	3.3.4 Mission Support Facilities
FNWZ063006	C-130 Grou Headquarters/OSS	Milcon	3.3.4 Mission Support Facilities
FNWZ033005	Enlisted Dormitory	Milcon	3.3.4 Mission Support Facilities
	Entry Control Facilities	ECF	3.3.7 Force Protection/Anti-Terrorism Projects

Notes:

ADAL = Add or Alter

AFB = Air Force Base

AGE = Aerospace Ground Equipment

BCE = Base Civil Engineering

CATEX = Categorical Exclusion

Demo = Demolition

ECF = Entry Control Facilities

Milcon = Military Construction

MSA = Munitions Storage Area

MWD = Military Working Dog

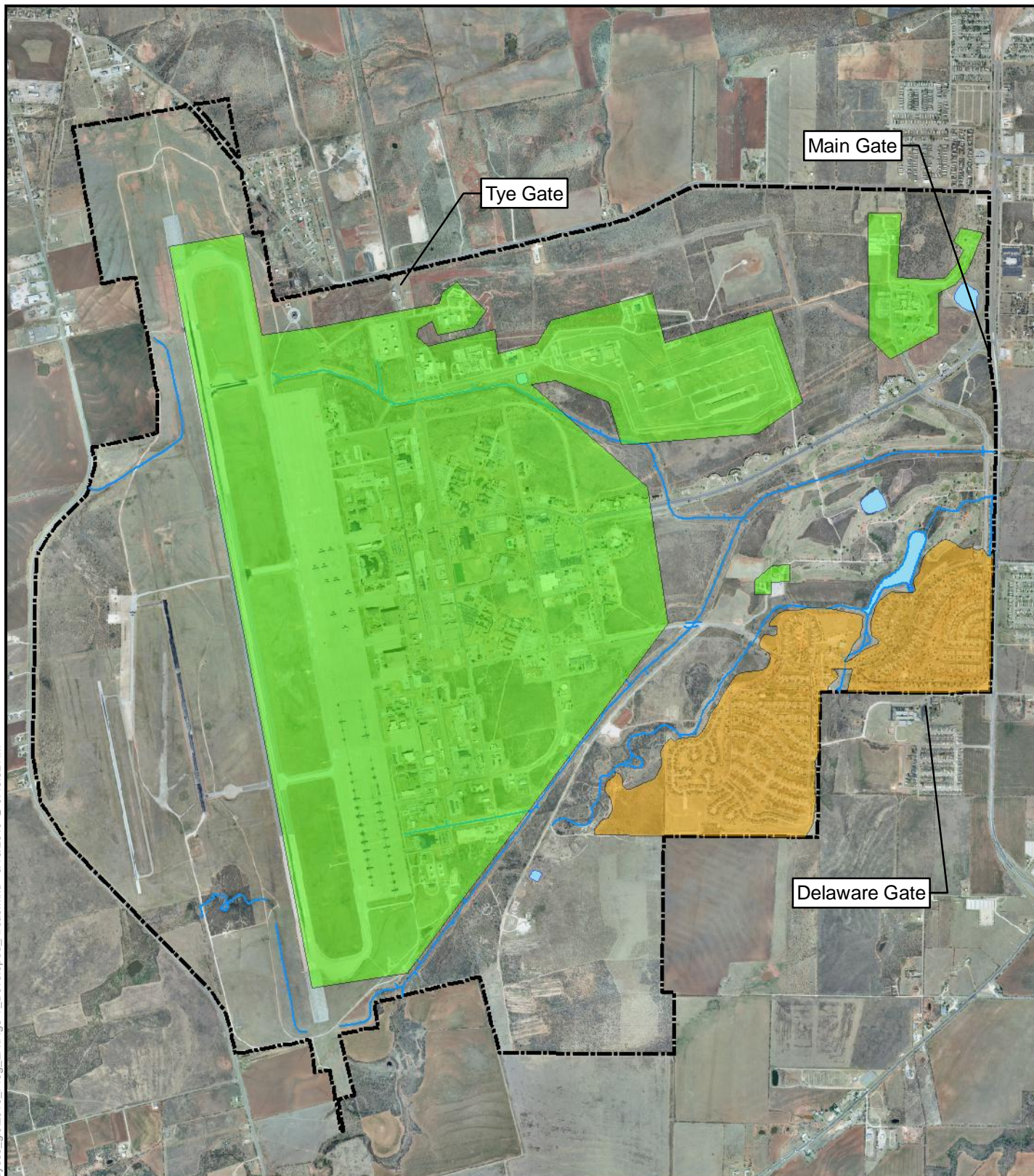
PMEL = Precision Measurement Equipment Laboratory

R&M = Repair and Maintenance

SF = Square Feet

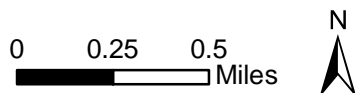
SFS = Security Forces Squadron





## Legend

- Developed Areas
- Surface Water Body
- Residential Areas
- Creeks/Stream
- Base Boundary



**Dyess AFB**



**Figure 3-1**  
Developed and Residential Areas Map

Designed By: JW	Capital Improvement Program Environmental Assessment
Drawn By: JW	
Checked By: BO	
Submitted By: BO	
Projection: WGS 1984 UTM Zone 14N	
Source: Dyess AFB 2009 (aerial photo)	

This chapter describes the human and natural environment at Dyess AFB, providing information to allow for the evaluation of potential environmental impacts that could result from the alternatives described in Section 2. The Dyess INRMP (Dyess 2006) contains comprehensive natural resources information including Dyess management goals and objectives.

## **4.1 CLIMATE AND METEOROLOGY**

Dyess AFB is located in the semiarid region of west-central Texas. In general, the winters are mild and the summers are warm and dry. January is the coldest month with an average overnight temperature of 32 degrees Fahrenheit (°F). In July, the warmest month, the average day time temperature rises to 95°F. Precipitation generally occurs April through October with January being the driest month (0.97 inches of precipitation), and June the wettest month (3.06 inches of precipitation) (rssWeather.com 2009). Average annual rainfall is 23.59 inches, and average wind speed is 12.1 miles per hour (City of Abilene 2009).

Dyess AFB is influenced by hydrological and meteorological effects of the Callahan Divide located approximately 4 miles to the southwest. The Callahan Divide is a range of hills extending 26 miles west to southeast through Taylor and Callahan counties. This divide separates the Brazos River and the Colorado River watersheds. Elevations in the range vary from a low of 1,898 feet above mean sea level (msl) at Buffalo Gap to 2,411 feet above msl at the western end of the Callahan Divide, 2 miles south of Round Top Mountain (Dyess 2006).

## **4.2 TOPOGRAPHY**

Dyess AFB is located adjacent to and west of the city of Abilene in Taylor County, Texas, and has a field elevation of 1,789 feet above msl (**Figure 1-1**). The base is nearly level to gently sloping upland flats with elevations ranging from 1,796 feet above msl at the southwest corner of the Base to approximately 1,733 feet above msl at the northeastern corner. Slopes generally range from 0 to 3 degrees. It lies on the southwestern portion of the rolling plain of north central Texas and is 60 miles northeast of the Edwards Plateau. With the exception of a cap rock escarpment (cliff separating two level areas), the region is generally level to gently rolling. This escarpment is oriented north-northeast and south-southwest for approximately 110 miles west to northwest of Dyess AFB, separates the rolling plain from the higher western Llano Estacado, and merges with the Edwards Plateau just west of Dyess AFB (Dyess 2006).

## **4.3 GEOLOGY AND SOILS**

### **4.3.1 Geology**

Primary shallow geological deposits, underlying the near surface material, are Quaternary alluvium (sedimentation build-up of silts, sands, and gravel over thousands of years). Much of the Base overlays ancient streambed channels and tributaries of Little Elm Creek. Bedrock under the Base consists of the Upper Permian Vale Formation (valley) of the Clear Fork Group. This is a broad band of relatively flat-lying red shale with thin scattered lenticular red and gray sandstone in the lower sections. Bedrock is 100 to 200 feet thick and generally slopes toward the



northeast. Groundwater flow direction is not consistent, and varies throughout the Base (Dyess 2006).

This Base is underlain by the Permian Clear Fork Group and Quaternary alluvium. The Clear Fork Group consists mostly of silty mudstones, thin to very thinly bedded, with some blue-gray shale near the base, and a few fossil plant fragments. The alluvium consists of floodplain deposits of low terraces and bedrock located in stream channels. Alluvial thickness is up to 25 feet (TPWD 1994).

#### **4.3.2 Soils**

Dyess AFB soils are primarily members of the Sagerton-Rowena-Rotan association, which are deep noncalcareous to calcareous clay loams (U. S. Department of Agriculture Soil Conservation Service [SCS] 1976). This association occurs on lands that are nearly level to gently sloping and comprises up to 45 percent of the soils in Taylor County. Sagerton soils are deep, nearly level to gently sloping, well-drained, loamy soils that formed in calcareous loamy sediment. At Dyess AFB, these occur on broad uplands with slopes of 0 to 1 percent, or as urban complexes with slopes of 0 to 3 percent. Rowena soils consist of deep, flat to gently sloping, well-drained, loamy soils that formed in calcareous clayey to loamy sediments. The Rowena soil that occurs on Dyess AFB is an urban complex with 0 to 1 percent slopes. Rotan soils are deep, nearly level to gently sloping, well-drained soils of uplands, which were formed in calcareous sediment. Slopes range from 0 to 3 percent.

Other soil series found on Base include Gageby, Hamby, Mangum, Randall, Tobosa, and Vernon. The Gageby series soils are deep, nearly level, well-drained, loam soils on bottomlands. They typically occur on the floodplain associated with Little Elm Creek. Hamby soils are deep, nearly level to gently sloping, well-drained, loamy and sandy soils of uplands with slopes of 0 to 3 percent. Mangum soils consist of deep, nearly level, well to moderately drained clayey soils of floodplains. The soils were formed in clayey alluvium. Mangum soils on Dyess AFB are nearly level and are confined to the floodplain of Little Elm Creek. Randall soils occur in the bottoms of enclosed depressions and intermittent lakes or playas. They are deep, nearly level, and poorly drained. Tobosa soils consist of deep, nearly level to gently sloping, well-drained, clayey soils on uplands. At Dyess AFB, these soils are associated with concave areas of uplands with 0 to 15 percent slopes, or metropolitan areas with 0 to 3 percent slopes. Vernon soils are moderately deep, gently to strongly sloping, well-drained, clayey soils on uplands. They formed in calcareous clayey shale. The Vernon soil on site has slopes of 1 to 3 percent and occurs on convex upland ridges (TPWD 1994; SCS 1976).

Randall clay is classified as a Hydric Soils Criteria Code 3 by the SCS (1993). Rotan clay loam, Rowena clay loam, and Tobosa clay inclusions are also classified as a Hydric Soils Criteria Code 3 by the SCS ponding criteria (SCS 1993). The local landforms are depressions that are frequently ponded for long or very long duration during the growing season (SCS 1976; 1993). The wetlands delineation report (USACE 1995) indicated that areas of Colorado, Gageby, and Weymouth soils also exhibited properties of hydric soils.

**Figure 4-1** (located at the end of the section) shows the Dyess AFB Soils map and depicts major soil components and soil types.

#### **4.4 PUBLIC HEALTH AND SAFETY**

Dyess AFB employs 5,215 people; including approximately 4,884 active military personnel. The total Base population, including dependants, retirees, and civilians, includes approximately 16,000 people (Dyess 2008). Dyess AFB is also host to several temporary and full-time contractors.

Dyess AFB is served by a fire brigade, military police, and the 7<sup>th</sup> Medical Group. Dyess AFB has a medical clinic and dental clinic. The medical clinic does not provide emergency services. Medical emergencies are provided through a mutual assistance agreement between the 7<sup>th</sup> Medical Group and Hendrick Health System (Hendrick Hospital) and with Rural/Metro Ambulance for patient care and transport.

#### **4.5 SOCIOECONOMICS/ENVIRONMENTAL JUSTICE**

Dyess AFB is an active military base, whose residents are nonpermanent officers, enlisted personnel, and their families. For purposes of environmental justice, there are no low-income or minority populations located on Base.

#### **4.6 NOISE**

Sounds disrupting normal activities or otherwise diminishing the quality of the environment are designated as noise. Noise events that occur during the night (10 p.m. to 7 a.m.) are more disruptive than those that occur during normal wake hours (7 a.m. to 10 p.m.). Noise events within the project vicinity are presently associated with climatic conditions (wind, thunder, etc.), aircraft operation, and transportation noise (traffic).

##### **4.6.1 Noise Metrics**

The characteristic by which noise can be described objectively is loudness. Loudness is typically measured in decibels (dB). Various frequency weightings are used to allow the result of an acoustical measurement to be expressed as a single sound level. The weightings approximate the changes in sensitivity of the ear to different frequencies at different levels. Aircraft noise studies use the A-weighted decibel (dBA) scale because it is a measure that better associates sound frequencies with the sensitivity of the human ear.

A 3 dBA change in noise level is the point at which humans generally can perceive change in volume when comparing two sounds, and sounds that differ by 2 dBA or less are not perceived to be significantly different by most people. Humans perceive each increase of 10 dBA on this scale as being twice as loud even though this corresponds to a factor of 10 in relative sound energy (Bolt, Beranek, and Meuman, Inc. 1973). **Table 4-1** shows the dBA scale of commons sounds.



#### 4.6.2 Noise Levels at Dyess AFB

The B-1B and C-130 are the principal aircraft operating from Dyess AFB. Daily operations of the B-1B average at 71 patterns, and C-130 operations average 258 per day (Dyess 2008). An operation includes one take-off, one landing, or half a closed pattern. In addition to these assigned aircraft, numerous transient aircraft from other military installations land and take-off from Dyess AFB. The Air Installations Compatible Use Zones (AICUZ) noise contours for Dyess AFB are shown in **Figure 4-2** at the end of the section. The contours are based on a Day-Night 24-hour average A-weighted sound level (DNL) expressed in dBA. The calculation of the dBA includes a 10 dBA penalty for noise events occurring between 10 p.m. and 7 a.m. These restrictive zones include land use restrictions designed to protect the navigable airspace around the installation for aircraft safety, minimize the number of people exposed to noise from aircraft operations, and minimize the number of people exposed to hazards related to aircraft operation and potential accidents (Dyess 2008). As shown in **Figure 4-2**, all residential use lands on Base are located in a 75 dBA contour or less. The developed portions of the Base generally fall within 80 dBA zones or less, with the highest noise levels located near the flightline areas.

#### 4.7 AIR QUALITY

The National Ambient Air Quality Standards (NAAQS) established by the EPA, pursuant to the Clean Air Act as amended and adopted by the TCEQ, define the allowable concentrations of pollutants that may be reached but not exceeded in a given time period to protect human health (primary standard) and welfare (secondary standard) with a reasonable margin of safety. These standards include maximum concentrations for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and particulate matter with a diameter of 10 microns or less. Dyess AFB is classified as an NAAQS Attainment Area (EPA 2009).

Although not required by law, Dyess AFB has prepared an Air Emissions Inventory (AEI). The AEI reports actual air emissions and estimates potential emissions from significant sources. According to the AEI, 19 source categories were considered significant at the installation. For each of the 19 emission sources, emissions of criteria pollutants and hazardous air pollutants (HAPs) were calculated using regulatory guidelines. Actual and potential emissions for the individual criteria pollutants and HAPs were below the major source thresholds. All emissions were also below Title V Permit Program thresholds. (Dyess 2009)

Emission sources at Dyess AFB include mobile source (e.g., aircraft, maintenance equipment, automobiles, and heavy equipment), stationary sources (e.g., fire training exercises, fuel cell maintenance, painting operations, welding operations, and woodworking facilities), and prescribed burning for fuel hazard reduction and natural resource management. Dyess AFB currently has five large generators which provide a back up system, as needed. (Dyess 2006)

The Dyess Air Quality Program is outlined in the Integrated Air Quality Management Plan (IAQMP) (Dyess 2005a). Dyess AFB currently operates on a de minimis or Permit-By-Rule basis as authorized by the TCEQ. Permit-By Rule is the state authorization for activities that produce more than a de minimis level of emissions but less than other New Source Review

permitting options (Personal communication, Armstrong 2009). The Permit-By-Rule is included in the IAQMP.

## **4.8 WATER RESOURCES**

Dyess AFB is located in the semiarid region of west-central Texas. The area is generally dry, with summer precipitation coming as cellular and highly intense thunderstorms. Surface water streamflow in this area corresponds greatly with precipitation events. During summer months, most streams experience periods of low or no base flow. However, during spring and winter months, the streamflow is generally higher and more constant.

### **4.8.1 Surface Water**

Little Elm Creek flows through Dyess AFB. The drainage basin is approximately 56 square miles, and flows from the headwaters in the Callahan Divide southwest of Dyess AFB to its confluence with Big Elm Creek, northeast of Dyess AFB. Little Elm Creek has been channelized to form a drainageway (South Diversion Ditch) through Dyess AFB. There are two unnamed drainage tributaries to Little Elm Creek located on Dyess AFB property. One tributary, which flows into Lake Totten on the golf course, drains the southeastern portion of the Base, including the housing area, drop zone, and golf course. Lake Totten is a shallow man-made recreational water body and has a surface area of approximately 10 acres when full. When the lake is full, water exits over a spillway at the east end into Little Elm Creek. The second tributary drains the northern and northwestern portion of Dyess AFB (North Diversion Ditch) and flows directly into Little Elm Creek. Little Elm Creek is a gaining stream as it flows through Dyess AFB, meaning the base flow of the creek is enhanced by the contribution of groundwater (Dyess 2006).



Surface water flow direction is readily discernible and controlled by man-made ditches and channels. Surface water from the industrial portion of Dyess AFB sheet flows off the flightline and other areas to be captured by the stormwater drains and diversion ditches channeled to flow into Little Elm Creek, which discharges into Big Elm Creek approximately 4 miles downstream, northeast of Dyess AFB. Big Elm Creek then discharges into Lake Fort Phantom Hill located north of Abilene, and is considered suitable for recreational use, fish and wildlife propagation, and domestic use. Lake Fort Phantom Hill is the principle source of potable water supply for Abilene and Dyess AFB. A total of 20.5 acres of channeled and intermittent streams exist on the base and fall under the jurisdiction of the USACE as Waters of the U.S. (Dyess 2009).

Two storage ponds are located on Base to supply the effluent irrigation system. One pond is located in the central portion of the golf course and covers roughly 4.5 acres with a capacity of 9 million gallons. The second is located east of the hospital and south of the picnic grounds and covers approximately 2.75 acres. This pond has a capacity of nearly 13 million gallons. Water

levels are maintained at a fairly constant level by a pipeline feed from the city of Abilene (Dyess 2006).

Surface water features are shown on **Figure 4-3** located at the end of the section.

#### ***4.8.1.1 Surface Water Quality***

The city of Abilene and Dyess AFB obtain much of their municipal water supply from Lake Fort Phantom Hill. Therefore, the State of Texas water quality regulations require that point-source discharges into streams draining into Lake Fort Phantom Hill must not degrade the quality of the water in the reservoir below the established water quality standards. Dyess AFB has an active approach and program directed toward stormwater management and is expressed in the Base Storm Water Pollution Prevention Plan (SWPPP) (Dyess 2010) that is in compliance with the TPDES permit requirements. The current TPDES General Permit for Dyess AFB will expire on 14 August 2011 (Dyess 2010).

Construction projects encompassing more than one acre of disturbed areas require a separate TPDES permit (Dyess 2010). Any construction projects that disturb over 5 acres are required to have a SWPPP in place and obtain a stormwater permit by submitting a Notice of Intent (NOI) to TCEQ. Any construction disturbing greater than 1 acre but less than 5 acres requires a SWPPP but not an NOI (TCEQ 2010).

#### **4.8.2 Groundwater**

Groundwater supplies are limited in west-central Texas, as there are no aquifers of regional significance in the area. The principal near-surface source of groundwater at Dyess AFB is the Quaternary Alluvium of Little Elm Creek. The groundwater in the Quaternary Alluvium is typically unconfined, although it may be locally semiconfined where the groundwater surface is above the top of the sand and gravel alluvium. The saturated thickness of the alluvium ranges from a few feet to a maximum of about 12 feet. The shallow Vale Formation red shale underlying the alluvium appears to be an aquitard, which prevents shallow groundwater from being transported vertically down. During dry periods, base flow to Little Elm Creek and the northern drainage ditch is likely sustained by groundwater discharge from the alluvium. During wet periods when flow is high, Little Elm Creek and the northern drainage ditch are likely recharging the alluvium.

#### **4.8.3 Floodplains**

Floodplains provide for the natural control and conveyance of floodwaters. **Figure 4-3** shows the 100-year floodplain for Dyess AFB. Substantial portions of low-lying areas along Little Elm Creek in the south and east are currently in the 100-year floodplain including portions of the golf course. The 100-year floodplain is a significant natural constraint to development at Dyess AFB. This floodplain is associated with two features on Dyess AFB: the drainageways and Little Elm Creek (Dyess 2006).

Dyess AFB does not participate in the Federal Emergency Management Agency (FEMA) National Flood Insurance Program, but does comply with EO 11988, Floodplain Management.

EO 11988 requires federal agencies to “...evaluate the potential effects of any actions it may take in a floodplain; to ensure that its planning programs and budget request reflect consideration of flood hazards and floodplain management.”

## **4.9 BIOLOGICAL RESOURCES**

### **4.9.1 Wetlands**

Wetland determinations at Dyess AFB were performed on location in accordance with the USACE Wetland Delineation Manual (USACE 1987). Twelve jurisdictional wetlands totaling 3.9 acres have been identified and mapped on Dyess AFB. Figure 4-4 located at the end of the section shows the location of wetlands basewide. Figures 4-4a through 4-4d show close-ups of the wetlands (northwest, southwest, southeast, and northeast quadrants of the base, respectively). These figures are also located at the end of the section.

In general, all the wetlands are small, with the largest being 0.6 acre in size. Two of these sites are naturally occurring playas or intermittent lakes. Of the remaining 10 wetlands, 7 result from soil manipulation or were dug as stock watering tanks by ranchers prior to Base activation (USACE 1995). Man-made wetlands also fall under the jurisdiction of the USACE (Dyess 2009).

### **4.9.2 Vegetation**

Vegetation at Dyess AFB consists of local grasslands, deciduous woodlands, riparian vegetation, and turf and landscaped areas. There are no sensitive vegetation areas located on Dyess AFB. Detailed descriptions of the vegetation groups found on Dyess AFB are provided in the current INRMP. A brief description is provided below.

Local grasslands are short- to mid-grasses, including Texas wintergrass, perennial threeawn, Texas grama, silver bluestem, buffalograss, sideoats grama, and vine mesquite. Intermixed with these dominant grasses is a diverse assemblage of native forb species, including western ragweed, lazy daisy, Texas thistle, prairie coneflower, lambsquarters, verbena, and silverleaf nightshade (Dyess 2006).

The deciduous woodlands are mature mesquite, which grow in dense even-aged stands. Mesquite is managed as an invasive species on Dyess AFB. Under-story species include prickly pear, littleleaf sumac, lime prickly ash, western ragweed, western yarrow, common lambsquarters, dwarf senna, sida, silverleaf nightshade, sow thistle, and verbena. Common grass species include Texas wintergrass, rescuegrass, silver bluestem, and white tridens (Dyess 2006).



Riparian vegetation includes vegetation along historic and channelized streambeds and drainages

associated with Little Elm Creek and its tributaries. Riparian vegetation is tolerant of, and adapted to, periodic flooding or soil saturation. The highest quality natural riparian area is the historic Little Elm Creek channel located southeast of the present storm water system. This area is mesquite woodland joined in the tall shrub stratum by netleaf hackberry and chittumwood, while in the short shrub stratum lotebush, prickly pear, and tasajillo are common. Downslope along the remnants of the old creek channel, western soapberry and buttonbush provide a remnant of riparian woodland that once occupied the area (Dyess 2006).

The slopes of the channelized Little Elm Creek have been maintained by mowing in the past. Vegetation in the lower extent includes cattail, Illinois bundleflower, wild canarygrass, bermudagrass, white sweet clover, Britton's sedge, rush, hard-stem bulrush, salt-marsh bulrush, smartweed, curly dock, black willow, and buttonbush (Dyess 2006).

Approximately 2,645 acres (approximately 42 percent) of Dyess AFB are covered by short (mowed) grasses. These areas are maintained grounds subject to mowing and scheduled landscape maintenance. Of the 2,645 maintained acres, 1,645 acres are maintained near the runway, drop zones, flight safety clear zones, fire breaks, and secure weapons storage areas. Approximately 1,000 acres consist of turf and landscaped areas including the golf course, airplane park, picnic grounds, industrial and administrative facilities, base housing, and the hospital. The predominant turf grass is common bermuda, shrubs are usually red tip photinia and holly, while trees are most often Afghan pine, live oaks, red oaks, pecan, bur oaks, green ash, mesquite, and desert willow (Dyess 2006).

#### 4.9.3 Federal and State Listed Threatened and Endangered Species

There are no federally-listed T&E species known to be permanent residents at Dyess AFB (Dyess 2009). The USFWS currently lists only the black-capped vireo for Taylor County, Texas (USFWS 2009). TPWD currently lists seven species as State T&E in Taylor County (TPWD 2009). **Table 4-2** shows the Federal and State listed species that have the potential to occur in Taylor County and their status.

The **black-capped vireo** is listed as endangered by the USFWS and the TPWD. Although there are verified recent nesting records in Taylor County, the black-capped vireo is not expected to occur on Dyess AFB due to the lack of geological substrate (suitable soils) necessary to support the mid-successful brushy areas dominated by oaks, sumacs, persimmons, and other broadleaf shrubs that provide nesting habitat for the species.

The **bald eagle** has been delisted by the USFWS, but is still protected by the Bald and Golden Eagle Protection Act and listed as threatened by the TPWD. Bald eagles normally live near large bodies of open water, such as lakes, marshes, seacoasts, and rivers where there is a plentiful supply of food and tall trees for nesting and roosting. Most occurrences on Dyess AFB would be expected to be over-flights during their spring and fall migrations because the preferred bald eagle habitat is not present on Base. Therefore, its occasional presence on Base would be transient in nature.



The **Texas horned lizard** is listed as threatened by the TPWD. Its range includes Texas, Oklahoma, Kansas, New Mexico, Colorado, and parts of Arizona and Mexico. Its habitat consists of open, sandy to gravelly grasslands and deserts which support grass, mesquite, and cactus. Potential habitat for this species exists in most parts of the Base. The preferred diet of the Texas horned lizard is the harvester ant, which are located throughout the Base. A roadkill was observed by Parsons Engineering-Science biologists during surveys conducted on 28 April 1995, and the lizard is seen sporadically by base employees. Due to the presence of the Texas horned lizard and its habitat on Base, Dyess AFB has placed specific management goals for this species in the INRMP (Dyess 2006).



The **American peregrine falcon** is listed as threatened by the TPWD. It is a year-round resident and local breeder in west Texas, where it nests in tall cliff aeries. It is a migrant across the state from more northern breeding areas in the U.S. and Canada and winters along the coast and farther south. The falcon occupies a wide range of habitats during migration, including urban areas. The American peregrine falcon has not been seen on Base recently. Typical nesting habitat for the bird does not naturally occur at Dyess AFB, and all tall man-made structures are maintained in a manner to discourage bird usage. However, the bird may occur as an occasional visitor to the Base as a winter migrant or visitor.

The **gray wolf** is listed as endangered by the TPWD and has been extirpated from most of Texas. It was formerly known throughout the western two-thirds of the state in forests, brushlands, or grasslands. The gray wolf has never been sighted on Dyess AFB and the preferred habitat types are not found on Base. Therefore, the gray wolf would not be expected to occur on Dyess AFB.

The **red wolf** is listed as endangered by the TPWD and has been extirpated from most of Texas. It was formerly known throughout eastern half of Texas in brushy and forested areas, as well as coastal prairies. These types of habitat do not occur on Dyess AFB and there are no records of a sighting on the Base. Therefore, the red wolf is not expected to occur on Dyess AFB.

The **whooping crane** is listed as endangered by the TPWD. It is a potential migrant via plains throughout most of state to the coast. The bird winters in the coastal marshes of Aransas, Calhoun, and Refugio counties. The whooping crane roosts on sandbars and large open wetlands areas. Since the preferred habitat is not found on Base, the whooping crane does not reside or nest on Base and is not considered an inhabitant of the Base.

#### 4.9.4 Terrestrial Wildlife

Mammalian fauna present on Dyess AFB are typical of an urban environment. Those observed on Dyess AFB include Virginia opossum, least shrew, Mexican free-tailed bat, nine-banded armadillo, eastern cottontail, coyote, eastern fox squirrel, black-tailed jackrabbit, Mexican ground squirrel, hispid pocket mouse, northern pygmy mouse, hispid cotton rat, southern plains woodrat, roof rat, house mouse, porcupine, gray fox, red fox, ringtail, common raccoon, striped



skunk, badger, bobcat, nutria, and beaver. Predator species such as the coyote, badger, fox, and bobcat are valued, as are raptors and snakes, for their role in controlling rodent and rabbit populations (Dyess 2006).

A wide variety of birds species have been observed on Dyess AFB. Common raptors include the red-tailed hawk, Swainson's hawk, Mississippi kite, northern harrier, Cooper's hawk, kestrel, barn owl, great horned owl, turkey vulture, and black vulture. Typical grassland nesting species observed on Dyess AFB include the Cassin's sparrow, lark sparrow, grasshopper sparrow, vesper sparrow, mourning dove, northern bobwhite quail, Rio Grande wild turkey, scissor-tailed flycatcher, and red-winged blackbird (Dyess 2006).

**Other Bird Species of Importance.** TPWD personnel identified several special status neo-tropical migrant bird species at Dyess AFB during the June 1993 site visit. Neo-tropical migratory birds are those species that nest in the U.S. and Canada and migrate south to the tropical regions of Mexico, Central America, South America, and the Caribbean for the winter. Over half of all bird species nesting in the U.S. are classified as neo-tropical migratory birds. It is DoD policy to promote and support Partners In Flight (PIF) in the protection and conservation of neo-tropical migratory birds and their habitat by protecting vital habitat, enhancing biodiversity, and maintaining healthy and productive natural systems on our lands consistent with the military mission. Priority species noted by TPWD and PIF with breeding populations on Dyess AFB include the loggerhead shrike, yellow-billed cuckoo, painted bunting, grasshopper sparrow, Bullock's oriole, Bell's vireo, Cassin's sparrow, Mississippi kite, and the scissor-tailed flycatcher. Other PIF special status species, the scaled quail and the McCown's longspur are relevant to base habitat, although none have been observed on base to date (Dyess 2006).

Birds and other wildlife may pose hazards to the flying mission of Dyess AFB. In all cases, the safety of aircrews and integrity of aircraft is paramount. The 7 BW Bird-Aircraft Strike Hazard Plan, an integral planning document of the INRMP, focuses on minimizing or avoiding hazards posed by both resident and seasonal bird populations. It outlines the many procedures available for eliminating or reducing the environmental conditions that attract birds and other wildlife to the airfield (Dyess 2009).

Low habitat diversity and availability preclude a high diversity and abundance of reptiles and amphibians. Those species with relatively wide niche breadth such as red-eared sliders, pallid spiny softshell turtle, and bullfrogs are abundant. Other species observed on Dyess AFB include the common snapping turtle, diamondback water snake, western diamondback rattlesnake, bull snake, Kansas glossy snake, and Texas rat snake (Dyess 2006).

#### 4.9.5 Aquatic Wildlife

Dyess AFB manages three fisheries on Base. The hospital pond was stocked in Spring 2004 with triploid grass carp, bluegill, redear sunfish, hybrid native/Florida bass, and channel catfish. Fathead minnows and golden shiners were stocked as forage (Dyess 2006). The golf course effluent pond has historically supported shad, green sunfish, bullhead catfish, bluegill, and





glass minnows. In Spring 2004, this pond was stocked with bluegill, redear sunfish, hybrid native/Florida bass, and triploid grass carp. This pond is closed to daily fishing. Fishing access is limited to tournament fishing only. Lake Totten historically contained orange-spotted sunfish, green sunfish, and bullhead catfish. In 2004, the lake was stocked with blue catfish, channel catfish, and redear sunfish. There are no known T&E aquatic species on Dyess AFB (Dyess 2006).

There are no fish in Little Elm Creek or either of the drainage ditches located on Dyess AFB. However, Little Elm Creek drains into Big Elm Creek, which then drains into Lake Fort Phantom Hill. This lake provides habitat for many aquatic species and is used for recreation (fishing) by residents of the area.

#### 4.10 CULTURAL RESOURCES

The primary objective of the Dyess AFB cultural resources program is to protect and manage cultural resources. A full description of the Dyess AFB cultural resources management program is included in the Integrated Cultural Resources Management Plan (ICRMP) (Dyess 2004b). The ICRMP outlines the inventory and management of cultural and historical resources at Dyess Air AFB, in accordance with AFI 32-7065. Archeological surveys have determined there are no known or suspected archaeological resource sites at Dyess AFB. Previous historical resources surveys found no sites at Dyess AFB that would be eligible for the NRHP (Dyess 2004b). Additional archaeological surveys are ongoing, and are anticipated to be completed by December 2011. If any archaeological sites that may be eligible for the NRHP are identified, the AF will coordinate with SHPO to determine management strategies to include in the ICRMP. Projects evaluated in this EA will defer to approved management strategies in future ICRMP revisions. However, an updated supplement to the Dyess ICRMP, containing new information from a Cold-War Era (CWE) survey, is pending.

Seven Dyess AFB facilities (4314, 5020, 7007, 8129, 8130, 8131, and 9139) were recommended as *potentially* eligible for the NRHP from the March 2006 CWE survey. A map of the Dyess AFB potential NHPA facilities is shown in **Figure 4-5** at the end of the section. In a letter dated 15 March 2010, the Texas SHPO concurred with the determination of the seven structures as eligible for listing on the NRHP. The Texas SHPO also concurred with the determination of the structures which were considered not-eligible with the exception of structures 4312 (hangar), 4315 (hangar), 4316 (hangar), 4317 (hangar), and 5018 (hangar). The letter recommended these additional five structures be considered as a small historic district rather than as individual structures and requested additional consultation with Dyess AFB. The location of these structures is shown on **Figure 4-5**. Dyess AFB will manage the four 4300 hangars as eligible properties. Hangar 5018 has already been demolished (Personal communication, Walton 2010). **Table 4-3** lists the eligible structures on Dyess AFB.

Section 106 of the NHPA requires consideration of Federal undertakings that could affect historical properties. For the purposes of this EA, it is assumed that all seven facilities plus the

district are eligible for the NRHP. Dyess AFB must consult with the SHPO to identify, evaluate, and mitigate any adverse effects on the historic properties (AF 2004). SHPO was afforded the opportunity to review the EA, and provided concurrence with the reports findings, determinations, and obligations in a letter dated 24 August 2010.

Dyess AFB is responsible for identifying and evaluating any historic properties that may be present within a project area and what effect, if any, the proposed project would have on the identified historic properties. In general, an impact would be considered significant to archaeological and/or historic resources if project activities result in:

- Destruction or alteration of all or a contributing part of any NRHP eligible archaeological or historic site without mitigation of the adverse effect through prior consultation with the SHPO
- Isolation of an eligible cultural resource from its surrounding environment
- Introduction of visual, audible, or atmospheric elements that are out of character with a NRHP eligible site or would alter its setting
- Neglect and subsequent deterioration of a NRHP eligible site

If Dyess AFB determines that its undertaking would result in an adverse effect, consultation with the SHPO would be required.

#### **4.11 HAZARDOUS MATERIALS AND WASTES**

Dyess AFB is a large quantity generator of hazardous waste (i.e., generates over 2,200 pounds of hazardous waste or 2.2 pounds of acutely hazardous waste per year). There are no significant hazardous waste compliance issues on the installation (Dyess 2009).

Hazardous materials management and planning at Dyess AFB are discussed at length in the Integrated Material Management Plan (IMMP) (Dyess 2005b). All waste generated is managed in accordance with applicable Federal, state, local, DoD, and AF laws, regulations and policies. The Dyess AFB IWMP (Dyess 2005d) implements the EPA's philosophy of cradle-to-grave management that regulates the management of waste from the point of generation to the point of ultimate disposal (Dyess 2009). Information on these waste management facilities and the hazardous materials and waste programs are detailed in the IWMP (Dyess 2005d) and the IMMP (Dyess 2005b).

The most abundant types of hazardous wastes at Dyess AFB are jet wash wastes, sealants and adhesives, epoxy resins, paints and paint-related solids and filters, and contaminated fuel generated at the Base service station, aircraft hangar and flightline, and vehicle motor shops. After generation, hazardous wastes are sent to one of nearly 100 IAPs. An IAP is an area at or near the point of generation where waste is accumulated for the organization generating the waste. After the hazardous waste drums are full, they are sent within 72 hours to one of two active Accumulation Sites (ASs) for less than 90-day storage. An AS provides an all-weather accumulation area not subject to stormwater events, with an impermeable base or containment system capable of preventing environmental contamination due to container overfilling, spills,

leakage or other improper releases. Prior to expiration of the 90-day accumulation period, all wastes are sent for off-site disposal. Hazardous materials and wastes at Dyess AFB are managed by an off-site contractor, Topflite Environmental Services (Dyess 2009).

ACM and lead-based paint (LBP) are found in several buildings at Dyess AFB. The Environmental Flight and Bioenvironmental Engineering are responsible for managing these programs. ACM and LBP are periodically re-surveyed to determine if any treatment or abatement measures would be required.

#### **4.12 ENVIRONMENTAL RESTORATION PROGRAM**

The AF Environmental Restoration Program (ERP) policy was implemented on 21 January 1982 under the title “Installation Restoration Program.” The records search (Preliminary Assessment) report was completed in July 1985. The Remedial Investigation (RI) was initiated in 1987; the RI final report was approved in 1996. Based on the Management Action Plan (Dyess 2004a), the Base received a signed Resource Conservation and Recovery Act Part A/Part B permit and Compliance Plan in April 2003. A total of 43 sites were investigated under the ERP. Of the 43 sites, 22 were closed under Risk Reduction Standard (RRS) 3 – Closure/Remediation with Controls for soil, groundwater, or both. Land use at these 22 sites is restricted to industrial use. Thirteen sites were closed under RRS 2 based on comparison to health-based criteria. Land use at these sites is unrestricted. **Figure 4-6** (located at the end of the section) shows the location of these 35 sites and their closure standard. Six sites had no detections above background levels and were closed under RRS 1. Two sites required no investigation beyond initial evaluation and therefore, they have no closure standard requirements. Land use at these 8 sites is unrestricted.

Of the 22 sites closed under RRS 3, 14 have alternate concentration limits in place for groundwater protection. Four of the 22 sites were capped as part of an interim action. These sites are:

- FT-03 Fire Protection Training Area No. 2
- OT-08 Railroad Tank Car
- WP-09 Sludge Disposal Area No. 3
- ST-10 Building 8018 Underground Storage Tank (UST)

FT-03, OT-08, and WP-09 have soil caps vegetation with grass. Additionally, FT-03 and OT-08 are fenced. In accordance with the site closure plans, Dyess AFB maintains the caps at the four sites to assure the caps provide the required protection.

#### **4.13 CUMULATIVE IMPACTS**

Cumulative impact is defined as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonable foreseeable future actions.” The evaluation of cumulative effects is required as per 40 CFR 1508.7. Cumulative effects are not wholly different effects from direct or indirect effects of an action.

Cumulative effects are merely a way of placing seemingly isolated or insignificant direct and indirect effects in context with respect to overall impacts, both over time and in an area larger than that evaluated for direct and indirect effects. Cumulative effects are discussed as being additive, synergistic, or reductional.

**TABLE 4-1**  
**DECIBEL SCALE OF COMMON SOUNDS**  
**CAPITAL IMPROVEMENT PROGRAM ENVIRONMENTAL ASSESSMENT**  
**DYESS AFB**

Noise Source	Noise Level (dBA)	Noise Effect
Jet Takeoff (75 feet)	150	Eardrum rupture
Aircraft Carrier Deck	140	Earphones at high level
Jet Takeoff (300 feet)	130	
Thunderclap, Live Rock Music	120	Human pain threshold
Chain saw, steel mill, riveting, auto horn at 3 feet	110	
Jet takeoff (1,000 feet), outboard motor, power lawn mower, motorcycle, farm tractor, jackhammer, garbage truck	100	Serious hearing damage (8 hour exposure)
Busy urban street, diesel truck, food blender	90	Hearing damage (8 hour exposure)
Garbage disposal, dishwasher, average factory, freight train (45 feet)	80	Possible hearing damage
Freeway traffic at 45 feet, vacuum cleaner	70	Annoying
Conversation in restaurant, office, background music	60	
Quiet suburb, conversation at home	50	Quiet
Library	40	
Quiet rural area	30	
Whispering, rustling leaves	20	Very Quiet
Breathing	10	Just audible
	0	Threshold of hearing

Notes:

Source: Dangerous Decibels 2010

AFB = Air Force Base

dBA = A-weighted decibel



**TABLE 4-2**  
**FEDERAL AND STATE LISTED THREATENED AND ENDANGERED SPECIES FOR**  
**TAYLOR COUNTY, TEXAS**  
**CAPITAL IMPROVEMENT PROGRAM ENVIRONMENTAL ASSESSMENT**  
**DYESS AFB**

Common Name	Scientific Name	Federal Status	State Status
Black-capped vireo	<i>Vireo atricapillus</i>	Endangered	Endangered
Bald eagle	<i>Haliaeetus</i>	Delisted	Threatened
Texas horned lizard	<i>Phrynosoma</i>	NL	Threatened
American Peregrine Falcon	<i>Falco peregrinus</i>	NL	Threatened
Gray wolf	<i>Canis lupus</i>	Endangered*	Endangered
Red wolf	<i>Canis rufus</i>	Endangered*	Endangered
Whooping crane	<i>Grus americana</i>	Endangered*	Endangered

Notes:

Source: USFWS 2009; TPWD 2009.

\*According to USFWS, species does not have the potential to occur in Taylor County, Texas.

AFB = Air Force Base

NL = Not Listed

**TABLE 4-3**  
**ELIGIBLE NHPA FACILITIES**  
**CAPITAL IMPROVEMENT PROGRAM ENVIRONMENTAL ASSESSMENT**  
**DYESS AFB**

Building Number	Original Building Use	Current Use	Inception Date	Notes	Integrity
4314	Field Maintenance Hangar	Medium Aircraft Maintenance Hangar	1954	Criterion C - Excellent example of the DC hangar in its classic paired configuration for the B-47.	Intact -Interior shop upgraded for Nike Hercules in 1961.
5020	Field Maintenance Hangar	Large Aircraft Maintenance Dock	1954	Criterion C - Excellent example of the DC hangar in its classic paired configuration for the B-47.	Intact
7007	Missile Assembly Shop	Disaster Preparedness	1960	Criteria A and C - Rare example of a new-construction MAB for Atlas; specialized design.	Modified (minor) - One vehicle bay door has been infilled and two personnel doors added.
8129	Security Guard House	General Purpose Aircraft Shop	1955	Criterion A - Rare example of a cluster of Nike missile support buildings on an Air Force base.	Intact - Ancillary to Buildings 8130 and 8132.
8130	Nike Missile Service Shop	General Purpose Aircraft Shop, Weapon System Maintenance Management	1960	Criterion A - Rare example of a cluster of Nike missile support buildings on an Air Force base.	Intact
8131	Vehicle Maintenance Shop	General Purpose Aircraft Shop	1960	Criterion A - Rare example of a cluster of Nike missile support buildings on an Air Force base.	Modified - Windows replaced in kind; minor infill.
9139	Storage Igloo (A Structure)	Storage Igloo	1955	Criteria A and C - Excellent example of an A Structure within a SAC Special Storage compound.	Intact - Interior features, including vault door, especially notable.
4312, 4315, 4316, 4317	Hangars	Hangars		Eligible based on their mission and concentration at Dyess AFB. The THC feels that these hangars may constitute a small historic district and encourages you to consider their eligibility as contributing elements of a district rather than only as individually eligible structures and request further consultation.	

Notes:


AFB = Air Force Base


MAB = Missile Assembly Building

SAC = Strategic Air Command






























THC = Texas Historical Commission

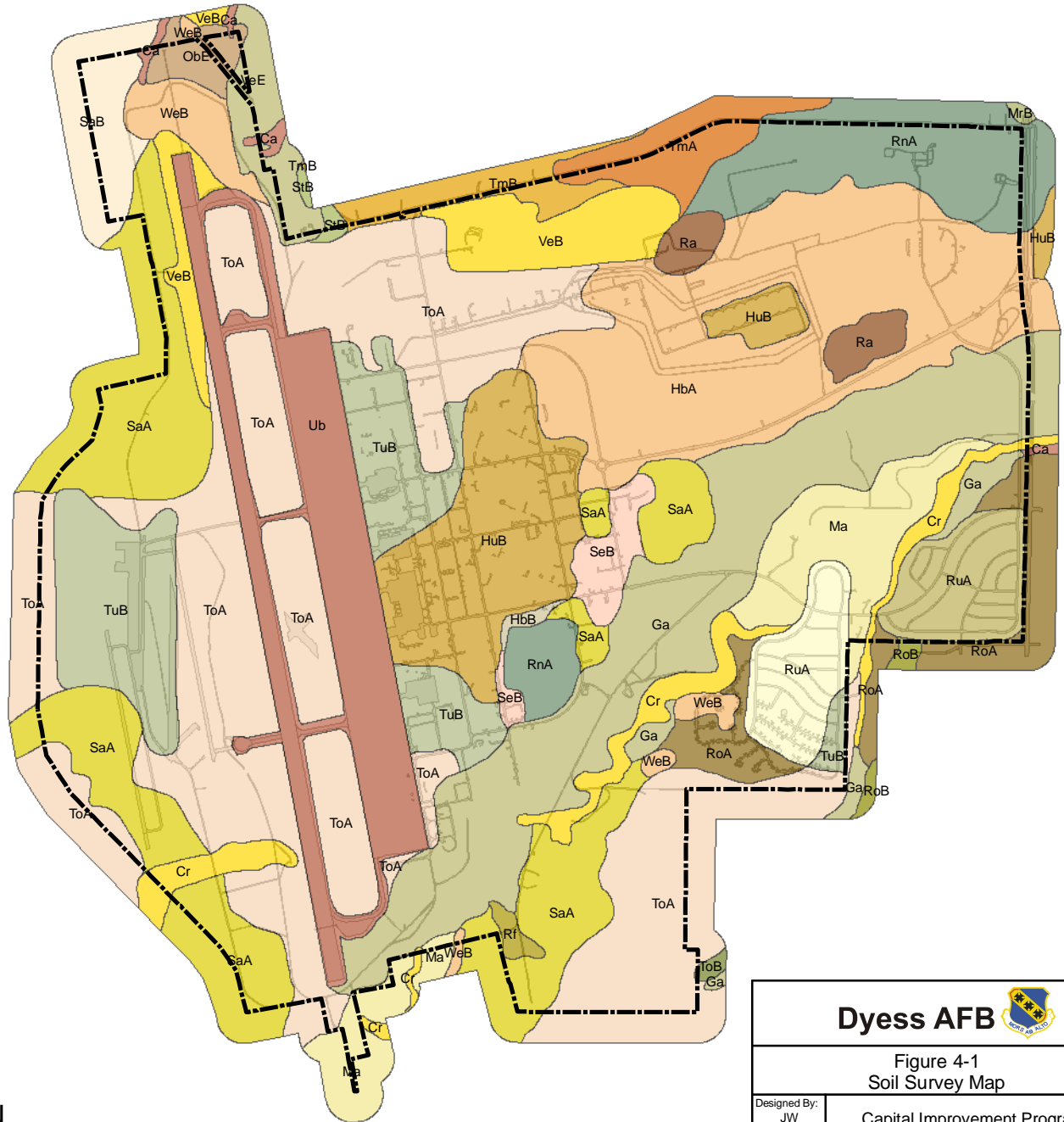
## Legend

 Base Boundary

 Pavement

## Soil Classifications

-  Ca - Clairemont silty clay loam
-  Cr - Colorado soils, frequently flooded
-  Ga - Gageby clay loam
-  HbA - Hamby fine sandy loam, 0 to 1% slope
-  HbB - Hamby fine sandy loam, 1 to 3% slope
-  HuB - Hamby-Urban land complex, 0 to 3% slope
-  Ma - Mangum silty clay loam
-  MrB - Mereta clay loam, 1 to 3% slope
-  ObE - Owens-Badland complex, 3 to 12% slope
-  Ra - Randall clay
-  Rf - Rioconcho soils, frequently flooded
-  RnA - Rotan clay loam, 0 to 1% slope
-  RoA - Rowena clay loam, 0 to 1% slope
-  RoB - Rowena clay loam, 1 to 3% slope
-  RuA - Rowena-Urban land complex, 0 to 1% slope
-  RuA - Rowena-Urban land complex, 0 to 1% slope'
-  SaA - Sagerton clay loam, 0 to 1% slope
-  SaB - Sagerton clay loam, 1 to 3% slope
-  SeB - Sagerton-Urban land complex, 0 to 3% slope
-  StB - Stamford clay, 1 to 3% slope
-  TmA - Tillman clay loam, 0 to 1% slope
-  TmB - Tillman clay loam, 1 to 3% slope
-  ToA - Tobosa clay, 0 to 1% slope
-  ToB - Tobosa clay, 1 to 3% slope
-  TuB - Tobosa-Urban land complex, 0 to 3% slope
-  Ub - Urban land
-  VeB - Vernon clay, 1 to 3% slope
-  VeE - Vernon clay, 3 to 12% slope
-  WeB - Weymouth clay loam, 1 to 3% slope



0 1,500 3,000 4,500 6,000 Feet



**Dyess AFB**



Figure 4-1  
Soil Survey Map

Designed By:  
JW

Drawn By:  
JW

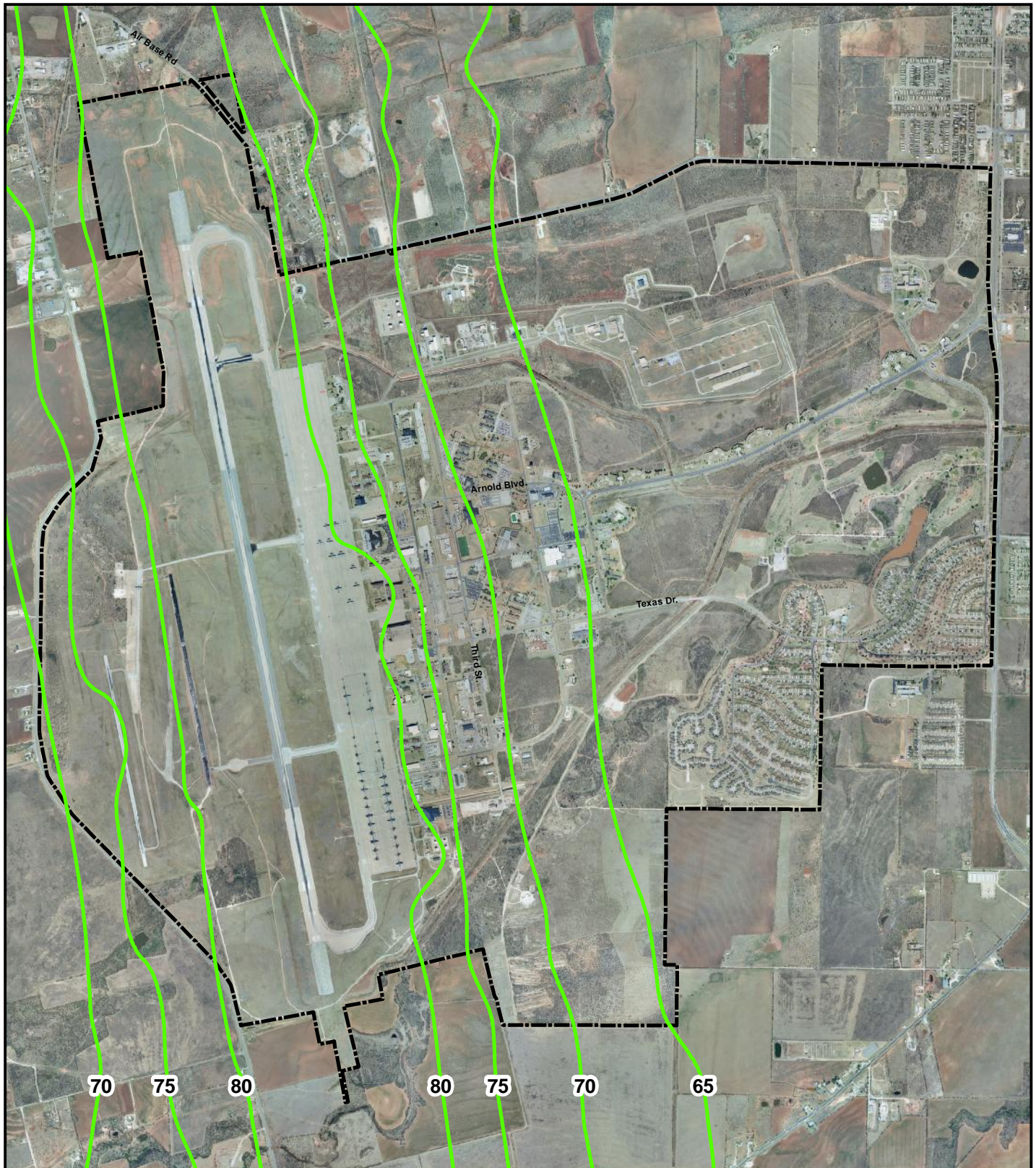
Checked By:  
BO

Submitted By:  
BO

Capital Improvement Program  
Environmental Assessment

Projection:  
WGS 1984 UTM Zone 14N





## Legend

— Noise Level Contours (dBA)

Base Boundary

Based on a day/night 24 hour average with a 10 dBA penalty for night time noise events

0 0.5 1 Miles



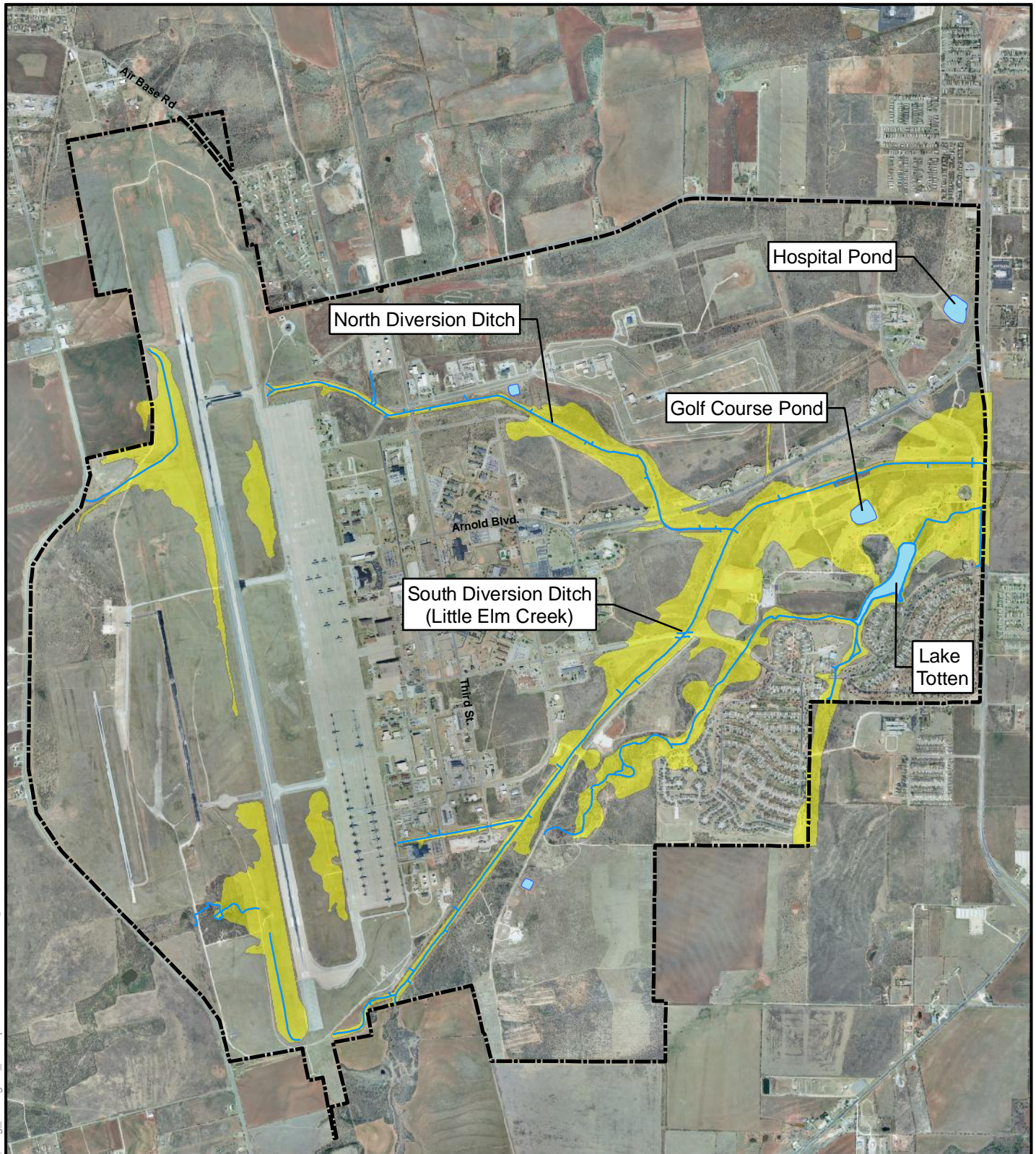
**Dyess AFB**



Figure 4-2  
AICUZ-Base Noise Contours Map

Designed By: JW	Capital Improvement Program Environmental Assessment
Drawn By: JW	
Checked By: BO	Projection: WGS 1984 UTM Zone 14N
Submitted By: BO	Source: Dyess AFB 2009 (aerial photo)





## Legend

- Floodplain - 100 Year
- Surface Water Body
- Base Boundary
- Creek/Drainage

0 0.5 1 Miles



**Dyess AFB**

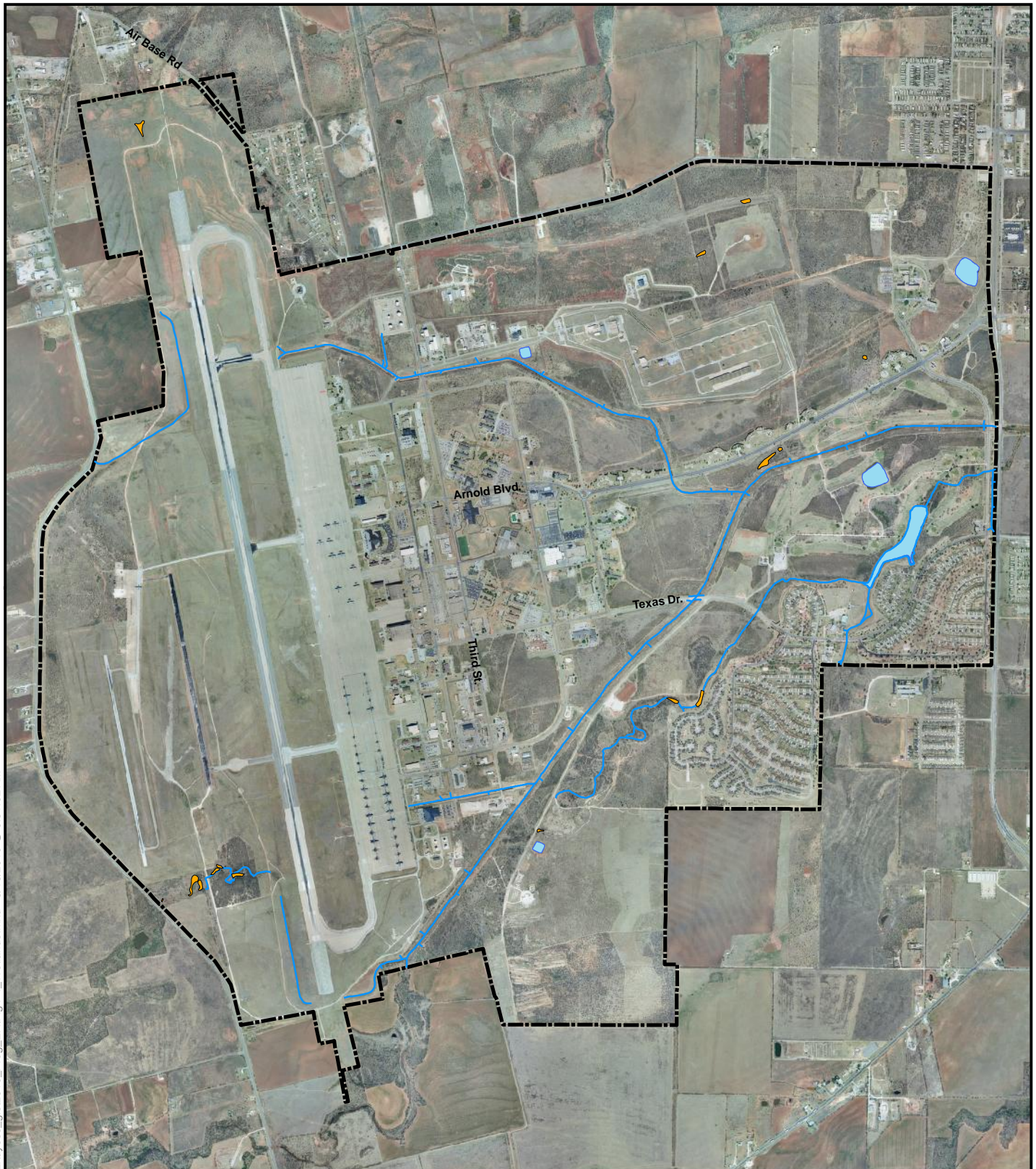


Figure 4-3  
Surface Water Features and Floodplain  
Location Map





Designed By: JW	Capital Improvement Program Environmental Assessment
Drawn By: JW	
Checked By: BO	Projection: WGS 1984 UTM Zone 14N
Submitted By: BO	Source: Dyess AFB 2009 (aerial photo)

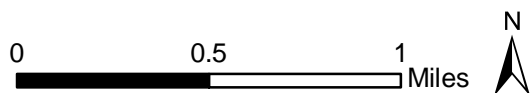


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## Legend

-  Wetlands
-  Surface Water Body
-  Base Boundary
-  Creek/Drainage



**Dyess AFB**



Figure 4-4  
Wetlands Location Map



Designed By: JW	Capital Improvement Program Environmental Assessment
Drawn By: JW	
Checked By: BO	Projection: WGS 1984 UTM Zone 14N
Submitted By: BO	Source: Dyess AFB 2009 (aerial photo)

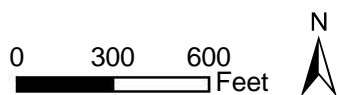


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## Legend

-  Wetlands
-  Base Boundary



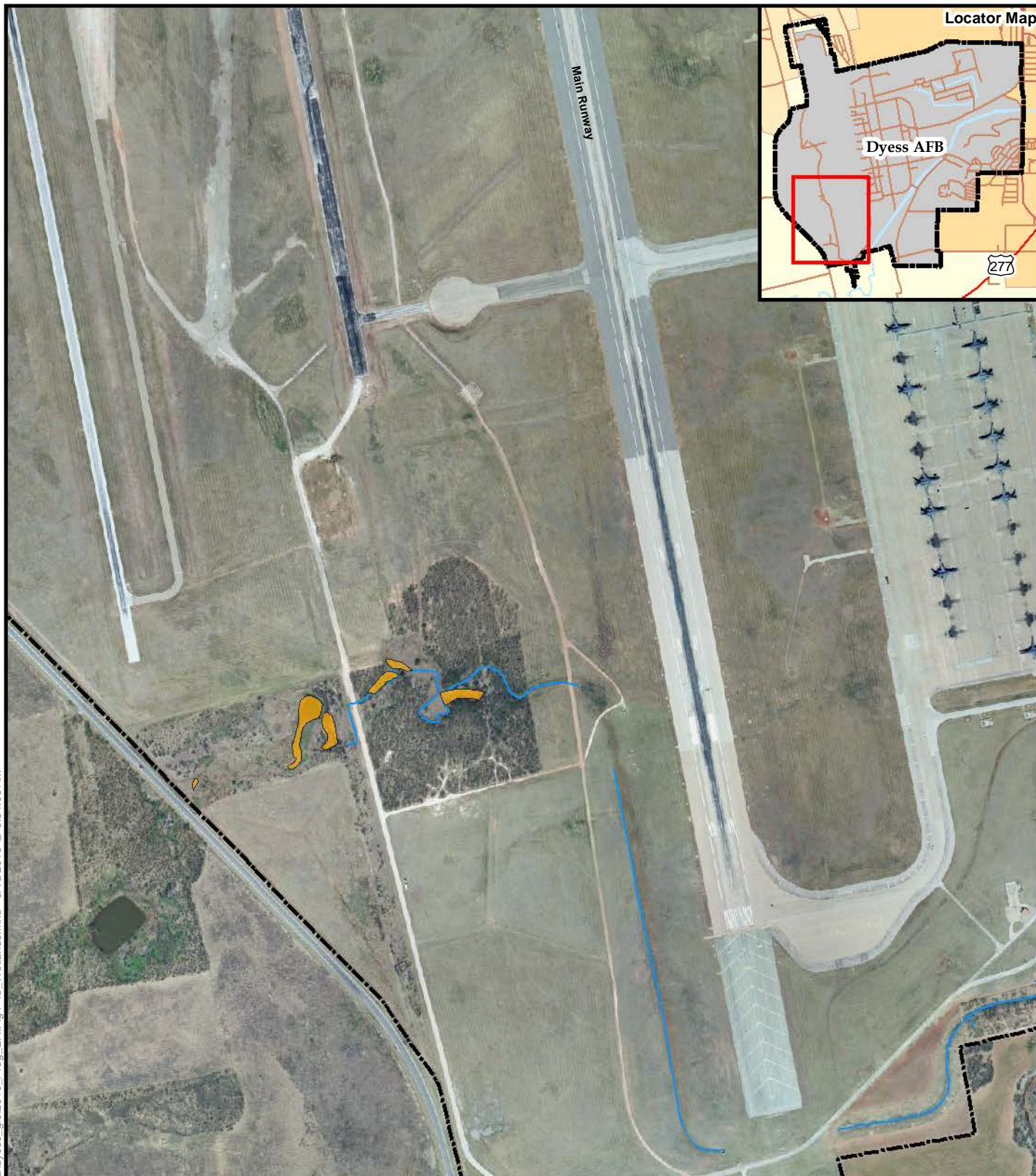
**Dyess AFB** 

Figure 4-4a  
Northwest Wetlands Location Map




Designed By: JW	Capital Improvement Program Environmental Assessment
Drawn By: JW	
Checked By: BO	Projection: WGS 1984 UTM Zone 14N
Submitted By: BO	Source: Dyess AFB 2009 (aerial photo)




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## Legend

-  Wetlands
-  Base Boundary
-  Creek/Drainage

0 750 1,500 Feet



**Dyess AFB** 

Figure 4-4b  
Southwest Wetlands Location Map





Designed By: JW	Capital Improvement Program Environmental Assessment
Drawn By: JW	
Checked By: BO	Projection: WGS 1984 UTM Zone 14N
Submitted By: BO	Source: Dyess AFB 2009 (aerial photo)

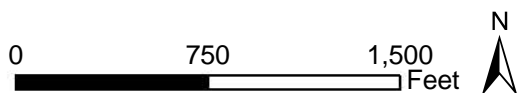


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## Legend

-  Wetlands
-  Surface Water Body
-  Base Boundary
-  Creek/Drainage



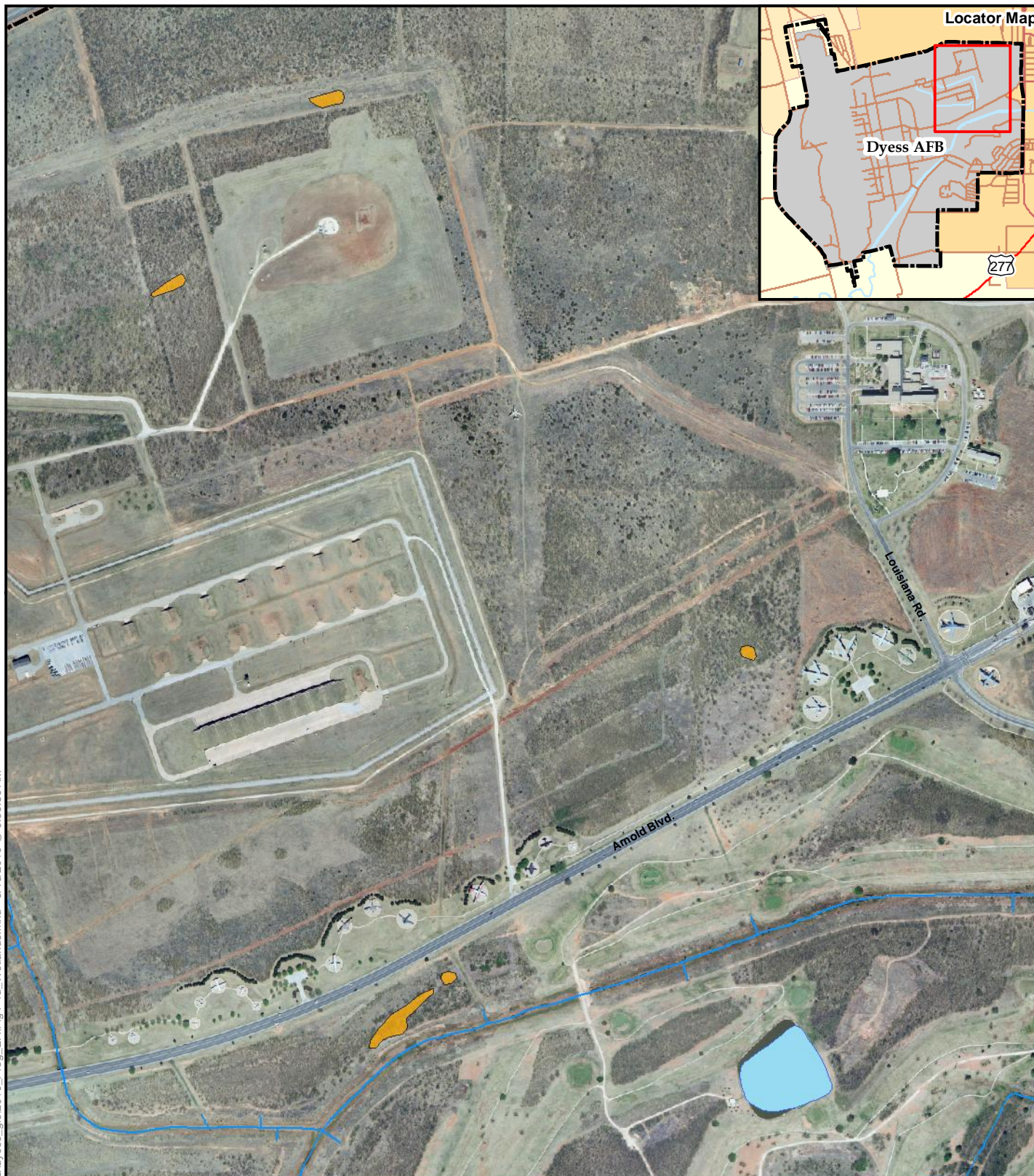
**Dyess AFB** 

Figure 4-4c  
Southeast Wetlands Location Map

Designed By: JW	Capital Improvement Program Environmental Assessment
Drawn By: JW	
Checked By: BO	Projection: WGS 1984 UTM Zone 14N
Submitted By: BO	Source: Dyess AFB 2009 (aerial photo)

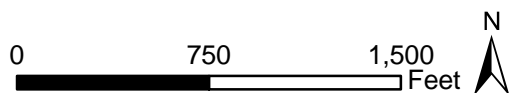


Z:\dyess\_gis\2010\_Prog\_EA\Fig4-4d\_Wetlands.mxd - 6/16/2010 @ 9:56:59 AM



## Legend

-  Wetlands
-  Surface Water Body
-  Base Boundary
-  Creek/Drainage



## Dyess AFB



Figure 4-4d  
Northeast Wetlands Location Map

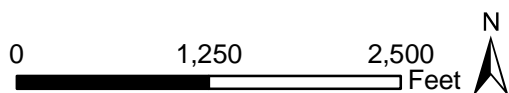
Designed By: JW	Capital Improvement Program Environmental Assessment
Drawn By: JW	
Checked By: BO	Projection: WGS 1984 UTM Zone 14N
Submitted By: BO	Source: Dyess AFB 2009 (aerial photo)





## Legend

- Historic Buildings
- Surface Water Body
- Creek/Drainage



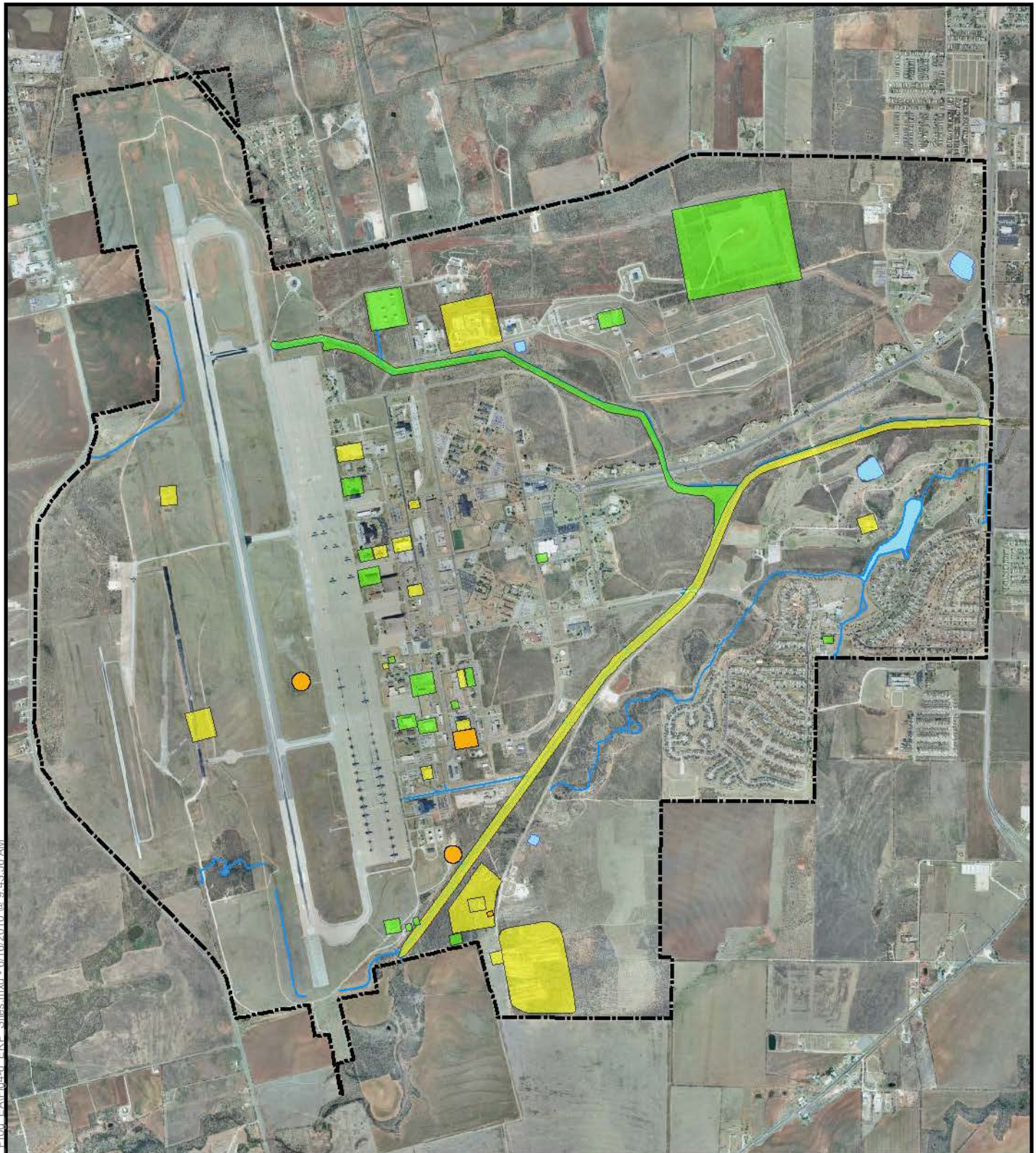
**Dyess AFB**



Figure 4-5  
Properties Eligible For Listing On The NRHP

Designed By: JW	Capital Improvement Program Environmental Assessment
Drawn By: JW	
Checked By: BO	Projection: WGS 1984 UTM Zone 14N
Submitted By: BO	Source: Dyess AFB 2009 (aerial photo)





## Legend

- Closed Capped ERP Site (meets RRS 3, Industrial)
- Closed ERP Site (meets RRS 2, Residential)
- Closed ERP Site (Meets RRS 3, Industrial)
- Base Boundary
- Surface Water Body
- Creek/Drainage

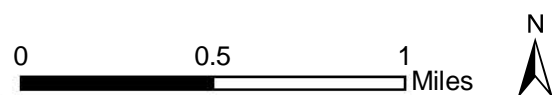


Figure 4-6  
On-Base ERP Sites Map

Designed By: JW	Capital Improvement Program Environmental Assessment
Drawn By: JW	
Checked By: BO	Projection: WGS 1984 UTM Zone 14N
Submitted By: BO	Source: Dyess AFB 2009 (aerial photo)

This chapter discusses the potential for significant impacts to the environmental resources described in Section 4 as a result of implementing the project alternatives described in Section 3. All referenced figures can be found at the end of their respective section (i.e., Figure 1-1 is located at the end of Section 1).

## **5.1 NO ACTION ALTERNATIVE**

### **5.1.1 Climate and Meteorology**

The No Action Alternative would not impact climate or meteorology.

### **5.1.2 Topography**

The No Action Alternative would not impact topography.

### **5.1.3 Geology and Soils**

The No Action Alternative would not impact geology or soils.

### **5.1.4 Public Health and Safety**

Although the No Action Alternative would not include any construction or demolition, Base facilities would continue to receive routine maintenance and required repairs. Therefore, the No Action Alternative would not pose a risk to public health or safety.

### **5.1.5 Socioeconomics/Environmental Justice**

There are no socioeconomic or Environmental Justice issues at Dyess AFB.

### **5.1.6 Noise**

The No Action Alternative would not change noise levels at Dyess AFB.

### **5.1.7 Air Quality**

The No Action Alternative would not impact the air quality at Dyess AFB or surrounding communities.

### **5.1.8 Water Resources**

The No Action Alternative would not have an impact on surface water or groundwater. All equipment stored outside the building would be subject to the procedures outlined in the current Dyess SWPPP. No additional activities would be performed that would impact the function of the floodplain.



### 5.1.9 Biological Resources

#### *Wetlands*

The No Action Alternative would not impact any wetlands at Dyess AFB.

#### *Vegetation*

The No Action Alternative would not impact any vegetation at Dyess AFB.

#### *Threatened and Endangered Species*

The No Action Alternative would not impact any federal or state listed T&E species at Dyess AFB.

#### *Terrestrial Wildlife*

The No Action Alternative would not impact wildlife at Dyess AFB.

#### *Aquatic Wildlife*

The No Action Alternative would not impact aquatic species at Dyess AFB.

### 5.1.10 Cultural Resources

Under the No Action Alternative, no construction, replacement, renovation, modification, or retrofitting activities would be performed. Therefore, no impacts or effects to archaeological or historic resources are anticipated and no coordination or mitigation is warranted.

### 5.1.11 Hazardous and Toxic Materials and Wastes

The No Action Alternative would not impact any hazardous materials. If the building contained ACM and/or LBP, these materials would continue to be monitored and abatement activities would be required if the ACM or LBP became damaged.

### 5.1.12 Environmental Restoration Program

The No Action Alternative would not impact the ERP.

### 5.1.13 Cumulative Impacts

The No Action Alternative would not produce any cumulative impacts greater in scope or magnitude than those described for each individual environmental resource.

## **5.2 DEMOLITION PROJECTS**

### **5.2.1 Climate and Meteorology**

Demolition of structures would not impact climate or meteorology.

### **5.2.2 Topography**

Following the removal of the structure, the area would be graded to match existing contours. This would not have a significant impact on the topography of the immediate area.

### **5.2.3 Geology and Soils**

Demolition of structures would not impact geology. A temporary impact to local soils would be experienced during demolition. All impacts resulting from operating heavy machinery and removing demolition debris would be localized and temporary. BMPs (e.g., watering down the work area) would be utilized during demolition activities if dust and wind erosion were to become a problem. After the structures are removed, the area would be graded to existing contours and revegetated. There would not be any long-term impacts to soil.

### **5.2.4 Public Health and Safety**

All work sites would be surrounded by construction fence to limit access to authorized personnel. In addition, Dyess AFB is a restricted access facility and this action would not impact emergency services. Therefore, no adverse impacts on public health or safety would be expected with any demolition activities.

### **5.2.5 Socioeconomics/Environmental Justice**

There are no socioeconomic or Environmental Justice issues at Dyess AFB. This alternative may result in minor beneficial economic impacts to the area by providing employment opportunities to local contractors.

### **5.2.6 Noise**

There may be a temporary increase in noise levels in the immediate project area during demolition activities. This impact would be limited to daytime work hours. Since Dyess AFB is an active military base with daily airfield operations (landings and takeoffs), a temporary, localized increase in noise would not result in a significant adverse impact to the base community. Demolition activities would not impact the Dyess AFB AICUZ guidelines.

### **5.2.7 Air Quality**

Short-term, localized impacts to air quality may result from demolition activities. Impacts would likely result from fossil fuel use, particulate emissions from soil disturbance, and use of materials containing volatile organic compounds (VOCs). Fossil fuel emissions would produce carbon monoxide, carbon dioxide, nitrogen oxides, sulfur dioxide, and other hazardous pollutants.

BMPs would be utilized to reduce any particulate emissions. All impacts would be temporary and minor and would not impact the overall air quality of Dyess AFB or the surrounding area.

### 5.2.8 Water Resources

Demolition of structures would not impact surface water hydrology or groundwater resources. There is the potential that surface water quality would be impacted from the operation and storage of heavy machinery or disturbance of soils. BMPs, including silt fences and hay bales, would be employed to minimize any potential erosion. Following completion of the demolition activities, the area would be landscaped and revegetated to reduce long-term impacts associated with soil erosion. Therefore, this alternative would have only short-term, minor impacts on water resources at Dyess AFB.

This alternative would not cause adverse impacts to the floodplain at Dyess AFB.

### 5.2.9 Biological Resources

#### *Wetlands*

No demolition materials would be stored or disposed of in wetlands. Therefore, these projects would not impact any wetlands at Dyess AFB.

#### *Vegetation*

Following the demolition of structures, the area would be landscaped and revegetated according to the current INRMP. This would have a positive impact on vegetation.

#### *Threatened and Endangered Species*

Demolition of structures would not impact any federal or state listed T&E species. All activities would be conducted in accordance with the management goals and objectives outlined in the current INRMP.

#### *Terrestrial Wildlife*

These project types would not impact wildlife at Dyess AFB.

#### *Aquatic Wildlife*

With the implementation of BMPs, demolition of structures would not impact aquatic species at Dyess AFB.

### 5.2.10 Cultural Resources

There are no known archaeological resources sites present on Dyess AFB; therefore, this alternative would not impact archaeological resources on the Base.



The demolition of a NRHP eligible or potentially eligible facility would be considered an adverse affect per 36 CFR 800.5(a)(2)(i). Therefore, if a NRHP eligible or potentially eligible facility is to be demolished, the AF would make a determination of “Adverse Affect on Historic Properties” and consult with the SHPO to identify the procedures for the proper recording of the structure before demolition occurs. This situation would require a SEA be prepared for the project.

The demolition of non-eligible structures would have no direct or indirect impacts on historic properties on Dyess AFB. Therefore, the AF has made the determination of “No Historic Properties Affected” as per 36 CFR 800.4(d).

The Draft CIP EA was provided to the SHPO for review and concurrence. In their response letter, dated 24 August 2010, SHPO requested that although structures associated with B-1 Bomber operations are not currently eligible for listing on the NRHP, these structures be given special awareness for potential future projects. If B-1 Bomber structures were proposed for demolition, the Dyess Cultural Resources Manager would evaluate the project and determine if additional coordination with SHPO is required.

In the event that cultural resources are encountered during demolition activities, work would be stopped and the Dyess AFB Cultural Resources Manager would be notified. Work would not resume until appropriate coordination has been completed.

### 5.2.11 Hazardous and Toxic Materials and Wastes

All hazardous materials and IAPs would be removed from the facility prior to initiation of demolition activities. All useable hazardous materials would be collected by TopFlite, and hazardous wastes would be taken to the 90-day facility before final disposal.

Prior to demolition, a review and survey of the building would be performed to determine the extent of ACM. All ACM would be abated prior to demolition in accordance with the current Integrated Toxic Substances Control Act Plan (Dyess 2004c). If LBP is present, procedures would be implemented to reduce worker exposure to lead and all construction debris would be disposed of according to local, state and federal regulations.

### 5.2.12 Environmental Restoration Program

All ERP sites at Dyess AFB have been closed. **Figure 4-6** shows the location of and closure standard of the 35 ERP sites closed under a RRS. If any structures proposed for demolition are located on a former ERP site, precautions would be taken to minimize potential health effects to workers and all removed material would be evaluated to determine the proper disposal according to local, state, and federal regulations. Mitigation measures would be utilized to ensure migration of contaminants would not occur.

Of the four capped sites, only ST-10 Building 8018 UST is located in an area that has structures in the immediate vicinity. If any structures in the immediate vicinity of the former UST are to be demolished, coordination with the ERP Manager would be required to assure that demolition activities would not have any impact on the cap, or if the cap is part of the demolition activity,

that post-project the cap would be replaced in accordance with the closure plan. Any direct impacts to the cap would need to be handled according to the cap care outlined in the Closure Plan for that site. With the implementation of these protection measures, the demolition of structures would not impact the ERP.

### **5.2.13 Cumulative Impacts**

The AF has set a goal of 20 percent reduction in buildings by 2020. Therefore, the potential exists for multiple building to be demolished at Dyess AFB. However, the demolition of each structure is unlikely to result in any impacts greater in scope or magnitude than those described for each individual environmental resource. Therefore, the demolition of structures at Dyess AFB would not result in any significant cumulative impacts on environmental resources.

## **5.3 CONSTRUCTION PROJECTS**

### **5.3.1 Driveways and Parking Areas**

#### ***5.3.1.1 Climate and Meteorology***

Construction of a driveway or parking area would not impact climate or meteorology.

#### ***5.3.1.2 Topography***

Dyess AFB is relatively flat with 0 to 3 percent slopes. If grading would be performed as part of this action, it would not result in a significant impact to topography.

#### ***5.3.1.3 Geology and Soils***

Construction of parking areas and driveways would not impact geology. A temporary impact to local soils would be experienced during construction and site grading. All impacts would be localized and temporary. BMPs (e.g., watering down the work area) would be utilized during construction activities if dust and wind erosion were to become a problem. BMPs (e.g., hay bales, silt fences, etc.) would also be implemented to reduce the potential for soil erosion during storm events. As part of these project, all disturbed soils would be covered (i.e., asphalt, concrete, gravel) or revegetated. Therefore, there would not be any long-term impacts to soil.

#### ***5.3.1.4 Public Health and Safety***

All work sites would be surrounded by construction fence to limit access to authorized personnel. In addition, Dyess AFB is a restricted access facility and this action would not impact emergency services. Therefore, no adverse impacts on public health or safety would be expected with any construction activities.

#### *5.3.1.5 Socioeconomics/Environmental Justice*

There are no socioeconomic or Environmental Justice issues at Dyess AFB. A small, beneficial economic impact to the Abilene area may result due to the purchase of goods and services associated with this alternative.

#### *5.3.1.6 Noise*

There may be a temporary increase in noise levels in the immediate project area during construction activities. This impact would be limited to daytime work hours. Since Dyess AFB is an active military base with daily airfield operations (landings and takeoffs), a temporary, localized increase in noise would not result in a significant adverse impact to the Base community. Construction activities would not impact the Dyess AFB AICUZ guidelines.

#### *5.3.1.7 Air Quality*

Short-term, localized impacts to air quality may result from construction activities. Impacts would likely result from fossil fuel use, particulate emissions from soil disturbance, and use of materials containing VOCs. Fossil fuel emissions would produce carbon monoxide, nitrogen oxides, sulfur dioxide, and hazardous pollutants. BMPs would be utilized to reduce any particulate emissions. All impacts would be localized and temporary and would not result in a change to the overall air quality of Dyess AFB or the surrounding area.

#### *5.3.1.8 Water Resources*

Construction of a parking area or driveway would not impact surface water hydrology or groundwater resources. There is the potential that surface water quality would be impacted from the operation and storage of heavy machinery or disturbance of soils. BMPs, including silt fences and hay bales, would be employed to minimize the downstream migration of pollutants. All potential impacts would be minor and would not extend past the construction period.

The Civil Engineering Squadron (CES) does not approve projects located in floodplains unless no other viable alternatives were available. Construction of parking areas would not be approved in a designed floodplain area, and would therefore not impact floodplain management at Dyess AFB.

#### *5.3.1.9 Biological Resources*

##### *Wetlands*

The construction of parking areas and driveways would only occur in the developed portions of the Base, as shown on **Figure 3-1**. No parking areas or driveways would be constructed in wetlands, as shown in **Figure 4-4**. Therefore, there would be no impact on wetlands.

*Vegetation*

Construction of a parking area or driveway in the developed areas, as designated on **Figure 3-1**, would result in a potential loss of landscaped or maintained vegetation. This vegetation loss would not be considered a significant impact when compared to the amount of vegetation in the area.

*Threatened and Endangered Species*

The construction of parking areas and driveways would occur only in the developed areas. These areas do not support the habitat used by the Texas horned lizard. No other federal or state listed T&E species occur on Base. All activities would be conducted in accordance with the management goals and objectives outlined in the current INRMP. Therefore, the construction of driveways and parking areas would have no impact on T&E species.

If any T&E species are encountered during construction, all activities would be halted and the Natural Resources Manager contacted. Construction would not resume without concurrence from the Natural Resources Manager.

*Terrestrial Wildlife*

These actions may temporarily impact wildlife in the project area during construction, such as displacement or mortality of individuals. The loss of a small number of individuals would not have a significant impact on the wildlife population and would not result in a long-term impact on the biological community. Long-term impacts related to habitat loss would result; however, this would not be a significant impact due to the amount of available habitat in the area.

*Aquatic Wildlife*

With the implementation of BMPs, construction of parking areas and driveways would not impact aquatic species at Dyess AFB.

*5.3.1.10 Cultural Resources*

There are no known archaeological resources sites present on Dyess AFB; therefore, the construction of driveways and parking areas would have no impact on these resources.

Driveways and parking areas are located at ground level and would not affect the viewshed associated with any building. Nor would these types of project impact the structure or character of the buildings they would be associated with. Therefore, the AF has made the determination of “No Historic Properties Affected” as per 36 CFR 800(d)(1).

The Draft CIP EA was provided to the SHPO for review and concurrence. In their response letter, dated 24 August 2010 (**Appendix E**), SHPO indicated that only a portion of Dyess AFB has been surveyed for archaeological resources and requested that individual construction projects be reviewed for archaeological resources. Additional archaeological surveys are ongoing, and are anticipated to be completed by December 2011. If any archaeological sites that

may be eligible for the NRHP are identified, the AF will coordinate with SHPO to determine management strategies to include in the ICRMP. Projects evaluated in this EA will defer to approved management strategies in future ICRMP revisions in order to minimize or mitigate potential adverse impacts. Construction projects located in areas that have not been surveyed for archaeological resources will be evaluated by the Dyess AFB Cultural Resources Manager, who would consult with SHPO, as appropriate.

In the event that cultural resources are encountered during construction activities, work would be stopped and the Dyess AFB Cultural Resources Manager would be notified. Work would not resume until appropriate coordination has been completed.

#### ***5.3.1.11 Hazardous and Toxic Materials and Wastes***

If a spill of hazardous or toxic substances should occur during the construction period, the construction contractor would notify the Environmental Flight immediately for direction on corrective measures and reporting requirements. Any spills resulting in hazardous or petroleum wastes would be disposed of according to federal, state, and local regulations.

#### ***5.3.1.12 Environmental Restoration Program***

The construction of driveways and parking areas would have no impact on the ERP at Dyess AFB. There are no active ERP sites located at Dyess AFB. All ERP sites have been closed to a standard allowing industrial land use or better (**Figure 4-6**); therefore, all closed ERP sites would be suitable for use as a driveway or parking area and these types of actions would not have an impact to the ERP based on land use restrictions. Soil at former the ERP sites would not be suitable as off-site fill. Therefore, all projects at former ERP sites would require coordination with the ERP Manager to assure the proper disposal of removed soils according to federal, state, and local regulations.

Of the four capped sites, only WP-09 and ST-10 are located in the developed portion of the Base. Therefore, any driveway or parking area project involving the footprint of these sites would require coordination with the Dyess ERP Manager to assure that the driveway or parking area constructed over these sites would provide the required protection. With these measures, there would be no impact to the ERP.

#### ***5.3.1.13 Cumulative Impacts***

Construction of parking areas and driveways would occur only as mission requirements justify. All activities would occur in developed areas of the Base. Multiple actions occurring at Dyess AFB would not produce any cumulative impacts greater in scope or magnitude than those described for each individual environmental resource.

### 5.3.2 Minimum Use Access Roads and Recreational Trails

#### *5.3.2.1 Climate and Meteorology*

Construction of minimum use access roads or recreational trails would not impact climate or meteorology.

#### *5.3.2.2 Topography*

Dyess AFB is relatively flat with 0 to 3 percent slopes. Site grading may occur as a component of this action but would not result in a significant impact to topography.

#### *5.3.2.3 Geology and Soils*

Construction of minimum use access roads or recreational trails would not impact geology. A temporary impact to local soils would be experienced during construction and site grading. All impacts would be localized and temporary. BMPs (e.g., watering down the work area) would be utilized during construction activities if dust and wind erosion were to become a problem. BMPs (e.g., hay bales, silt fences, etc.) would also be implemented to reduce the potential for soil erosion during storm events. Post-project, disturbed areas would be revegetated according to the current INRMP. Therefore, there would not be any long-term impacts to soil.

#### *5.3.2.4 Public Health and Safety*

All work sites would be surrounded by construction fence to limit access to authorized personnel. In addition, Dyess AFB is a restricted access facility and this action would not impact emergency services. Therefore, no adverse impacts on public health or safety would be expected with any construction activities.

#### *5.3.2.5 Socioeconomics/Environmental Justice*

There are no socioeconomic or Environmental Justice issues at Dyess AFB. A small, beneficial economic impact to the Abilene area may result due to the purchase of goods and services associated with this alternative.

#### *5.3.2.6 Noise*

There may be a temporary increase in noise levels in the immediate project area during construction activities. This impact would be limited to daytime work hours. Since Dyess AFB is an active military base with daily airfield operations (landings and takeoffs), a temporary, localized increase in noise would not result in a significant adverse impact to the Base community. Construction activities would not impact the Dyess AFB AICUZ guidelines.

#### *5.3.2.7 Air Quality*

Short-term, localized impacts to air quality may result from construction activities. Impacts would likely result from fossil fuel use and particulate emissions from soil disturbance. Fossil



fuel emissions would produce carbon monoxide, carbon dioxide, nitrogen oxides, sulfur dioxide, and hazardous pollutants. BMPs would be utilized to reduce any particulate emissions. All impacts would be localized and temporary and would not result in a change to the overall air quality of Dyess AFB or the surrounding area.

#### ***5.3.2.8 Water Resources***

Construction of minimum use access roads or recreational trails would not impact surface water hydrology or groundwater resources. There is the potential that surface water quality would be impacted from the operation and storage of heavy machinery or disturbance of soils. BMPs, including silt fences and hay bales, would be employed to minimize the downstream migration of pollutants. All potential impacts would be minor and would not extend past the construction period.

The CES does not approve projects located in floodplains unless no other viable alternatives were available. Construction of minimum use access roads or recreational trails would not be approved in a designed floodplain area, and would therefore not impact floodplain management at Dyess AFB.

#### ***5.3.2.9 Biological Resources***

##### ***Wetlands***

The construction of minimum use access roads or recreational trails would not occur in wetlands, as shown in **Figure 4-4**. Fill material and debris that may be accumulated as a result of this alternative would not be placed in wetlands. BMPs would be implemented to minimize soil erosion and movement of debris to wetlands. Therefore, this alternative would not impact wetlands.

##### ***Vegetation***

Construction of minimum use access roads or recreational trails would result in a loss of vegetation in the footprint of the road and/or trail. Minimum access roads and/or recreational trails would be designed to minimize the impacts on the vegetative communities on Dyess AFB by using such materials as gravel, mulch, and dirt as surface coverings to the extent possible. These facilities would also be designed to maximize compatibility with any vegetation community they pass through to limit impacts on the visual aesthetics. Mesquite is managed as an invasive plant species by Dyess AFB. Any vegetation debris and excess soils from areas with mesquite would be disposed in accordance with the current INRMP to minimize the potential for the spread of mesquite to other areas of the Base.

Additional disturbance to vegetation may occur at staging areas during construction activities. These impacts would be temporary and localized. These disturbed areas would be revegetated as part of the project in accordance with the current INRMP. With the implementation of BMPs and design measures, construction of recreational trails and/or minimum access roads would not be expected to have an adverse impact on vegetation.

### *Threatened and Endangered Species*

All activities would be conducted in accordance with the management goals and objectives outlined in the current INRMP. Prior to initiation of construction activities in undisturbed areas of Dyess AFB, the Natural Resources Manager would review the project area for potential Texas horned lizard habitat. Field surveys would be completed prior to construction if deemed necessary by the Natural Resources Manager. If any individuals were encountered, the Natural Resources Manager would determine if relocating the individuals is feasible. Construction would not occur without approval from the Natural Resources Manager. With these minimization measures, construction of recreational trails and/or minimum access roads would not be expected to have an adverse impact on the Texas horned lizard. No other federal or state listed T&E species occur on Base.

### *Terrestrial Wildlife*

These actions may temporarily impact wildlife in the project area during construction, such as displacement or mortality of individuals. The loss of a small number of individuals would not have a significant impact on the wildlife population and would not result in a long-term impact on the biological community. Any projects resulting in the removal of trees would require coordination with the Natural Resource Manager to assure the project is compliant with the INRMP and the Migratory Bird Treaty Act. Long-term impacts related to habitat loss would result; however, this would not be a significant impact due to the amount of available habitat in the area.

### *Aquatic Wildlife*

With implementation of BMPs, construction of minimum use access roads and recreational trails would not impact aquatic species at Dyess AFB.

#### **5.3.2.10 Cultural Resources**

There are no known archaeological resources sites present on Dyess AFB; therefore, these types of project would not impact any known archaeological resources. The Draft CIP EA was provided to the SHPO for review and concurrence. In their response letter, dated 24 August 2010 (**Appendix E**), SHPO indicated that only a portion of Dyess AFB has been surveyed for archaeological resources and requested that individual construction projects be reviewed for archaeological resources. Additional archaeological surveys are ongoing, and are anticipated to be completed by December 2011. If any archaeological sites that may be eligible for the NRHP are identified, the AF will coordinate with SHPO to determine management strategies to include in the ICRMP. Projects evaluated in this EA will defer to approved management strategies in future ICRMP revisions in order to minimize or mitigate potential adverse impacts. Construction projects located in areas that have not been surveyed for archaeological resources will be evaluated by the Dyess AFB Cultural Resources Manager, who would consult with SHPO, as appropriate.

Minimum access roads and recreational trails have a sightline at ground level and would not affect the viewshed associated with any building. Nor would these types of projects impact the structure or character of the buildings in their immediate vicinity. Therefore, the AF has made a determination of “No Historic Properties Affected” per 36 CFR 800.4(d).

In the event that cultural resources are encountered during construction activities, work would be stopped and the Dyess AFB Cultural Resources Manager would be notified. Work would not resume until appropriate coordination has been completed.

#### ***5.3.2.11 Hazardous and Toxic Materials and Wastes***

If a spill of hazardous or toxic substances should occur during the construction period, the construction contractor would notify the Environmental Flight immediately for direction on corrective measures and reporting requirements. Any spills resulting in hazardous or petroleum wastes would be disposed of according to federal, state, and local regulations.

#### ***5.3.2.12 Environmental Restoration Program***

The construction of minimum access roads and recreational trails would have no impact on the ERP at Dyess AFB. There are no active ERP sites located at Dyess AFB. All ERP sites have been closed to a standard allowing industrial land use or better (**Figure 4-6**); therefore, all closed ERP sites would be suitable for use as minimum use access roads and recreational trails. Soil at former ERP sites would not be suitable as off-site fill. Therefore, all projects at former ERP sites would require coordination with the ERP Manager to assure the proper disposal of removed soils according to federal, state, and local regulations.

If any of the four capped sites would be included in the footprint of the proposed minimum access road or recreational trail, coordination with the Dyess ERP Manager would be required to assure that the roadway or trail constructed over these sites would provide the required protection.

#### ***5.3.2.13 Cumulative Impacts***

The construction of recreational trails or minimum use access roads would not facilitate development in the undeveloped areas. Therefore, these actions would not produce any cumulative impacts greater in scope or magnitude than those described for each individual environmental resource.

### **5.3.3 Recreational and Services Facilities**

#### ***5.3.3.1 Climate and Meteorology***

Construction of recreational and services facilities would not impact climate or meteorology.

### ***5.3.3.2 Topography***

Construction of recreational and services facilities would not impact topography of the immediate area.

### ***5.3.3.3 Geology and Soils***

Construction of recreational and services facilities would not impact geology. A temporary impact to local soils would be experienced during construction and site grading. Fill material would likely be required to ensure the proper building stabilization. All fill would be obtained from an approved local source. BMPs (e.g., watering down the work area) would be utilized during construction activities if dust and wind erosion were to become a problem. BMPs (e.g., silt fences, hay bales, etc.) would also be utilized to minimize potential soil erosion during storm events. Potential long-term impacts would be limited to the immediate footprint of the building. This would not be considered a significant impact.

### ***5.3.3.4 Public Health and Safety***

All work sites would be surrounded by construction fence to limit access to authorized personnel. In addition, Dyess AFB is a restricted access facility and this action would not impact emergency services. Therefore, no adverse impacts on public health or safety would be expected with any construction activities.

### ***5.3.3.5 Socioeconomics/Environmental Justice***

There are no socioeconomic or Environmental Justice issues at Dyess AFB. A small, beneficial economic impact to the Abilene area may result due to the purchase of goods and services associated with this alternative.

### ***5.3.3.6 Noise***

There may be a temporary increase in noise levels in the immediate project area during construction activities. This impact would be limited to daytime work hours. Since Dyess AFB is an active military base with daily airfield operations (landings and takeoffs), a temporary, localized increase in noise would not result in a significant adverse impact to the Base community. Construction activities would not impact the Dyess AFB AICUZ guidelines.

### ***5.3.3.7 Air Quality***

Short-term, localized impacts to air quality may result from construction activities. Impacts would likely result from fossil fuel use, particulate emissions from soil disturbance, and use of materials containing VOCs. Fossil fuel emissions would produce carbon monoxide, nitrogen oxides, sulfur dioxide, and hazardous pollutants. BMPs would be utilized to reduce any particulate emissions. All construction-related impacts would be localized and temporary and would not result in a change to the overall air quality of Dyess AFB or the surrounding area.

#### ***5.3.3.8 Water Resources***

Construction of recreational and services facilities would not impact surface water hydrology or groundwater resources. There is the potential that surface water quality would be impacted during construction from the operation and storage of heavy machinery or disturbance of soils. BMPs, including silt fences and hay bales, would be employed to minimize downstream migration of pollutants. All potential impacts would be minor and would not extend past the construction period.

CES does not approve projects located in floodplains unless no other viable alternatives were available. Construction of recreational and services facilities would not be approved in a designed floodplain area, and would therefore not impact floodplain management at Dyess AFB.

#### ***5.3.3.9 Biological Resources***

##### ***Wetlands***

The construction of recreational and services facilities would only occur in the areas designated as developed on **Figure 3-1**. No wetlands are located within this portion of the Base (**Figure 4-4**). Therefore, with the implementation of BMPs to minimize soil erosion and sedimentation, these types of projects would have no impact on wetlands.

##### ***Vegetation***

Construction of recreational and services facilities would result in a temporary loss of vegetation during construction. Upon completion of construction activities, the area would be landscaped and revegetated according to the INRMP (Dyess 2006). Permanent vegetation loss would be limited to the immediate footprint of any structures. This would not be a significant impact in relation to the total vegetated area on Base.

##### ***Threatened and Endangered Species***

The construction of recreational and services facilities would have no impact on federal or state listed T&E species. All activities would be conducted in accordance with the management goals and objectives outlined in the INRMP (Dyess 2006). If any T&E species were encountered during construction, all activities would be halted and the Natural Resources Manager contacted. Construction activities would not resume without concurrence from the Natural Resources Manager.

##### ***Terrestrial Wildlife***

These actions may temporarily impact wildlife in the project area during construction, such as displacement or mortality of individuals. The loss of a small number of individuals would not have a significant impact on the wildlife population and would not result in a long-term impact on the biological community. Any projects resulting in the removal of trees would require coordination with the Natural Resource Manager to assure the project is compliant with the INRMP and the Migratory Bird Treaty Act. Long-term impacts related to habitat loss would



result; however, this would not be a significant impact due to the amount of available habitat in the area.

### *Aquatic Wildlife*

No construction activities would be performed in any streams, ponds, or creeks. With implementation of BMPs, construction of recreational and services facilities would not impact aquatic species at Dyess AFB.

#### *5.3.3.10 Cultural Resources*

There are no known archaeological resources sites present on Dyess AFB; therefore, the construction of recreational and services facilities would have no impact on these resources. The Draft CIP EA was provided to the SHPO for review and concurrence. In their response letter, dated 24 August 2010 (**Appendix E**), SHPO indicated that only a portion of Dyess AFB has been surveyed for archaeological resources and requested that individual construction projects be reviewed for archaeological resources. Additional archaeological surveys are ongoing, and are anticipated to be completed by December 2011. If any archaeological sites that may be eligible for the NRHP are identified, the AF will coordinate with SHPO to determine management strategies to include in the ICRMP. Projects evaluated in this EA will defer to approved management strategies in future ICRMP revisions in order to minimize or mitigate potential adverse impacts. Construction projects located in areas that have not been surveyed for archaeological resources will be evaluated by the Dyess AFB Cultural Resources Manager, who would consult with SHPO, as appropriate.

New buildings at Dyess AFB are constructed using the same construction materials and the same general architectural style as existing facilities. Therefore, the construction of new facilities would not change the setting or character of Dyess AFB and the AF has made a determination of “No Historic Properties Affected” per 36 CFR 800.4(d)(1).

In the event that cultural resources are encountered during construction activities, work would be stopped and the Dyess AFB Cultural Resources Manager would be notified. Work would not resume until appropriate coordination has been completed.

#### *5.3.3.11 Hazardous and Toxic Materials and Wastes*

If a spill of hazardous or toxic substances should occur during the construction period, the construction contractor would notify the Environmental Flight immediately for direction on corrective measures and reporting requirements. Any hazardous or petroleum wastes resulting from this alternative would be disposed of according to federal, state, and local regulations.

Certain facilities may, upon completion, utilize hazardous materials and generate hazardous waste during regular operations. These operations would be subject to all rules and requirements outlined in the current Dyess IWMP.

#### ***5.3.3.12 Environmental Restoration Program***

The construction of recreational and service facilities would have no impact on the ERP at Dyess AFB. There are no active ERP sites located at Dyess AFB. All ERP sites have been closed to a standard allowing industrial land use or better (**Figure 4-6**). Sites closed under RRS 2 or RRS 1 would be suitable for use any recreational or service facility.

Construction of these types of project would be limited to the developed portion of the Base. If the proposed project area would involve the footprint of any former ERP site within the developed portion of the Base closed under RR 3, coordination with the Dyess ERP Manager would be required to assure that the land use of the new facility meets the industrial use restriction. Soil at former the ERP sites would not be suitable as off-site fill. Therefore, all projects at former ERP sites would require coordination with the ERP Manager to assure the proper disposal of removed soils according to federal, state, and local regulations. With these measures, the construction of recreational and service facilities would have no impact on the ERP.

#### ***5.3.3.13 Cumulative Impacts***

All construction of recreational and services facilities would occur in previously developed areas. All support and recreational facilities would be compatible with existing land use strategies; therefore, constructing several of these types of facilities would provide a beneficial cumulative impact to the overall Dyess AFB community. No adverse cumulative impacts greater in scope or magnitude than individual impacts would occur since all construction would occur in the developed areas of the Base.

### **5.3.4 Mission Support Facilities**

#### ***5.3.4.1 Climate and Meteorology***

Construction of mission support facilities would not impact climate or meteorology.

#### ***5.3.4.2 Topography***

Dyess AFB is relatively flat with 0 to 3 percent slopes. Site grading may occur as a component of this action but would not result in a significant impact to topography.

#### ***5.3.4.3 Geology and Soils***

Construction of mission support facilities would not impact geology. A temporary impact to local soils would be experienced during construction and site grading. Fill material would likely be required to ensure the proper building stabilization. All fill soils would be obtained from an approved local source. BMPs (e.g., watering down the work area) would be utilized during construction activities if dust and wind erosion were to become a problem. BMPs (e.g., hay bales, silt fences, etc.) would also be utilized to minimize soil erosion during storm events. Potential long-term impacts to soils would be limited to the immediate footprint of the building. None of these impacts would be considered significant.

#### ***5.3.4.4 Public Health and Safety***

All work sites would be surrounded by orange mesh fence to limit access to authorized personnel. In addition, Dyess AFB is a restricted access facility. Therefore, no adverse impacts on public health or safety would be expected with any construction activities.

Mission support facilities include public safety and emergency response facilities (e.g., fire station, military police, etc.). Project activities that enhance the services provided by these groups would have a long-term beneficial impact on public safety at Dyess AFB.

#### ***5.3.4.5 Socioeconomics/Environmental Justice***

There are no socioeconomic or Environmental Justice issues at Dyess AFB. A small, beneficial economic impact to the Abilene area may result due to the purchase of goods and services associated with this alternative.

#### ***5.3.4.6 Noise***

There may be a temporary increase in noise levels in the immediate project area during construction activities. This impact would be limited to daytime work hours. Since Dyess AFB is an active military base with daily airfield operations (landings and takeoffs), a temporary, localized increase in noise would not result in a significant adverse impact to the Base community. Construction activities would not impact the Dyess AFB AICUZ guidelines.

#### ***5.3.4.7 Air Quality***

Short-term, localized impacts to air quality may result from construction activities. Impacts would likely result from fossil fuel use, particulate emissions from soil disturbance, and use of materials containing VOCs. Fossil fuel emissions would produce carbon monoxide, nitrogen oxides, sulfur dioxide, and hazardous pollutants. BMPs would be utilized to reduce any particulate emissions. All construction-related impacts would be localized and temporary and would not result in a change to the air quality of Dyess AFB or the surrounding area.

Several operational activities at Dyess AFB produce VOC, particulate, and other chemical emissions. Dyess AFB currently operates under a Permit by Rule designation with the TCEQ. Operations resulting from this alternative that produce VOCs or other emissions regulated by the TCEQ would comply with the current Permit by Rule requirements. Therefore, no significant adverse impacts would be anticipated from any potential operations that may result from this alternative.

#### ***5.3.4.8 Water Resources***

Construction of mission support facilities would not impact surface water hydrology or groundwater resources. There is the potential that surface water quality would be impacted from the operation and storage of heavy machinery or disturbance of soils during construction. BMPs, including silt fences and hay bales, would be employed to minimize the downstream migration

of pollutants. All construction impacts would be minor and would not extend past the construction period.

Several operational activities utilize outside storage or fuels, materials, and equipment that may impact surface water quality. All shop facilities are subject to the requirements and BMPs outlined in the current SWPPP. BMPs identified in the SWPPP are designed to minimize and mitigate potential surface water contamination. With these procedures in place, no significant adverse impacts would be expected with these project types.

CES does not approve projects located in floodplains unless no other viable alternatives were available. Construction would not be approved in a designed floodplain area, and would therefore not impact floodplain management at Dyess AFB.

#### *5.3.4.9 Biological Resources*

##### *Wetlands*

The construction of mission support facilities would only occur in the areas designated as developed on **Figure 3-1**. There are no wetlands located in this area (**Figure 4-4**) and no fill or debris would be placed in any wetland areas. Additionally, BMPs would be implemented to minimize erosion of soil to wetlands. Therefore, this alternative would have no impact on wetlands.

##### *Vegetation*

The construction of mission and support facilities would occur in the developed areas of the Base. Vegetation in these areas generally consists of maintained (mowed) lawns and landscaped beds. Construction of these types of facilities would result in a temporary loss of vegetation during construction. Upon completion of construction activities, the area would be landscaped and revegetated according to the current INRMP. Permanent vegetation loss would be limited to the immediate footprint of any structures. This would not be a significant impact in relation to the total vegetated area on Base.

##### *Threatened and Endangered Species*

These facilities would be constructed in the developed areas of the Base which provide limited habitat for wildlife, including federal or state listed T&E species. Additionally, all activities would be conducted in accordance with the management goals and objectives outlined in the current INRMP. Therefore, the construction of mission support facilities would have no impact on T&E species.

In the unlikely event that any T&E species are encountered during construction, all activities would be halted and the Natural Resources Manager contacted. Construction activities would not resume without concurrence from the Natural Resources Manager.

*Terrestrial Wildlife*

These actions may temporarily impact wildlife in the project area during construction, such as displacement or mortality of individuals. The loss of a small number of individuals would not have a significant impact on the wildlife population and would not result in a long-term impact on the biological community. Any projects resulting in the removal of trees would require coordination with the Natural Resource Manager to assure the project is compliant with the INRMP and the Migratory Bird Treaty Act. Long-term impacts related to habitat loss would result; however, this would not be a significant impact due to the amount of available habitat in the area.

*Aquatic Wildlife*

No construction activities would be performed in any streams, ponds, or creeks. With the implementation of BMPs, construction of mission support facilities would not impact aquatic species at Dyess AFB.

*5.3.4.10 Cultural Resources*

There are no known archaeological resources sites present on Dyess AFB. The Draft CIP EA was provided to the SHPO for review and concurrence. In their response letter, dated 24 August 2010 (**Appendix E**), SHPO indicated that only a portion of Dyess AFB has been surveyed for archaeological resources and requested that individual construction projects be reviewed for archaeological resources. Additional archaeological surveys are ongoing, and are anticipated to be completed by December 2011. If any archaeological sites that may be eligible for the NRHP are identified, the AF will coordinate with SHPO to determine management strategies to include in the ICRMP. Projects evaluated in this EA will defer to approved management strategies in future ICRMP revisions in order to minimize or mitigate potential adverse impacts. Construction projects located in areas that have not been surveyed for archaeological resources will be evaluated by the Dyess AFB Cultural Resources Manager, who would consult with SHPO, as appropriate.

New buildings at Dyess AFB are constructed using similar construction materials and the same general architectural style as existing facilities. Therefore, the construction of new facilities would not change the setting or character of Dyess AFB and the AF has made a determination of “No Historic Properties Affected” per 36 CFR 800.4(d)(1).

In the event that cultural resources are encountered during construction activities, work would be stopped and the Dyess AFB Cultural Resources Manager would be notified. Work would not resume until appropriate coordination has been completed.

*5.3.4.11 Hazardous and Toxic Materials and Wastes*

If a spill of hazardous or toxic substances should occur during the construction period, the construction contractor would notify the Environmental Flight immediately for direction on corrective measures and reporting requirements. Any hazardous or petroleum wastes resulting



from this alternative would be disposed of according to federal, state, and local regulations. Certain facilities may, upon completion, utilize hazardous materials and generate hazardous waste during regular operations. These operations would be subject to all rules and requirements outlined in the current Dyess IWMP and would not result in a significant adverse impact.

#### ***5.3.4.12 Environmental Restoration Program***

There are no active ERP sites located at Dyess AFB. All ERP sites have been closed to a standard allowing industrial land use or better (**Figure 4-6**). All mission support facilities would be constructed in the developed portion of the Base and mission support is considered industrial use; therefore, all the former ERP sites within the developed portions of the Base would be considered compatible land use for mission support facilities. Soil at former the ERP sites would not be suitable as off-site fill. Therefore, all projects at former ERP sites would require coordination with the ERP Manager to assure the proper disposal of removed soils according to federal, state, and local regulations.

If the proposed project area would involve the footprint of ST-10 coordination with the Dyess ERP Manager would be required to assure that the protection required by the existing cap would be provided by the new facility. The other three capped sites are located in the undeveloped portion of the Base or along the flightline; therefore, these sites would not be impacted by this type of project. With these measures, the construction of mission support facilities would have no impact on the ERP.

#### ***5.3.4.13 Cumulative Impacts***

All construction of mission support facilities would occur in previously developed areas. All facilities would be compatible with existing land use strategies; therefore, constructing these types of facilities would not result in adverse cumulative impacts greater in scope or magnitude than individual impacts.

### **5.3.5 Utility Extensions**

#### ***5.3.5.1 Climate and Meteorology***

Construction of utility extensions would not impact climate or meteorology.

#### ***5.3.5.2 Topography***

The installation of aboveground and underground utility extensions would not impact topography.

#### ***5.3.5.3 Geology and Soils***

Construction of utility extensions would not impact geology. A temporary impact to local soils would be experienced during excavation. BMPs (e.g., watering down the work area) would be utilized during excavation activities if dust and wind erosion were to become a problem. BMPs (e.g., hay bales, silt fences) would be utilized to minimize soil erosion during construction.

***5.3.5.4 Public Health and Safety***

Dyess AFB is a restricted access facility and work sites would be surrounded by construction fence to limit access to authorized personnel. The installation of utility systems would not impact emergency services. Therefore, no adverse impacts on public health or safety would be expected with any construction-related activities.

***5.3.5.5 Socioeconomics/Environmental Justice***

There are no socioeconomic or Environmental Justice issues at Dyess AFB. A small, beneficial economic impact to the Abilene area may result due to the purchase of goods and services associated with this alternative.

***5.3.5.6 Noise***

There may be a temporary increase in noise levels in the immediate project area during construction activities. This impact would be limited to daytime work hours. Since Dyess AFB is an active military base with daily airfield operations (landings and takeoffs), a temporary, localized increase in noise would not result in a significant adverse impact to the Base community. Construction activities would not impact the Dyess AFB AICUZ guidelines.

***5.3.5.7 Air Quality***

Short-term, localized impacts to air quality may result from construction activities. Impacts would likely result from fossil fuel use and particulate emissions from soil disturbance. Fossil fuel emissions would produce carbon monoxide, nitrogen oxides, sulfur dioxide, and hazardous pollutants. BMPs would be utilized to reduce any particulate emissions. All impacts would be localized and temporary and would not result in a change to the overall air quality at Dyess AFB or the surrounding area.

***5.3.5.8 Water Resources***

The extension of underground or aboveground utilities would not have a significant impact on surface water or groundwater resources. The potential for migration of contaminants (i.e., sediment) to nearby surface water resources during precipitation events would be minimized by the use of BMPs during construction (e.g., silt fences, hay bales, etc.).

***5.3.5.9 Biological Resources******Wetlands***

Alignment of utility extension structures would be designed to avoid crossing wetlands to the extent feasible. If a project necessitates a wetlands utility crossing, horizontal boring techniques would be used to route the utility under the wetland. Because horizontal boring effectively avoids disturbance and adverse effects to the wetland, a FONPA would not be required.

Any action that would occur in a wetland (designated on **Figure 4-4**), such as above ground utility structures, would need to comply with EO 11990 and AFI 32-7064. If potential adverse impacts would be expected, appropriate mitigation would be coordinated with the Dyess AFB Natural Resources Manager and the USACE. These projects would require a FONPA, per 32 CFR 989, and would require an SEA, EA, or EIS, as appropriate.

### *Vegetation*

Potential short-term impacts to vegetation would occur during construction from the operation of machinery and excavating or trenching in the footprint of the proposed utility. Following construction activities, the area would be stabilized and revegetated according to the INRMP (Dyess 2006). Therefore, no significant long-term impacts to vegetation would occur with this alternative.

### *Threatened and Endangered Species*

All activities would be conducted in accordance with the management goals and objectives outlined in the INRMP (Dyess 2006). Prior to initiation of construction activities in undisturbed areas of Dyess AFB, the Natural Resources Manager would review the project area for potential Texas horned lizard habitat. Field surveys would be completed prior to construction if deemed necessary by the Natural Resources Manager. If any T&E were encountered, the Natural Resources Manager would determine if relocating the individuals is feasible. The installation of utilities would not occur without approval from the Natural Resources Manager. With these minimization measures, the extension of underground or aboveground utilities would not be expected to have an adverse impact on the Texas horned lizard. No other federal or state listed T&E species occur on Base.

### *Terrestrial Wildlife*

These actions may temporarily impact wildlife in the project area during construction, such as displacement or mortality of individuals. Impacts to individuals would not result in significant impacts to the population or to the biological community. Any projects resulting in the removal of trees would require coordination with the Natural Resource Manager to assure the project is compliant with the INRMP and the Migratory Bird Treaty Act.

### *Aquatic Wildlife*

No construction activities would be performed in any streams, ponds, or creeks. With the implementation of BMPs, construction of utility extensions would not impact aquatic species at Dyess AFB.

#### **5.3.5.10 Cultural Resources**

There are no known archaeological resources sites present on Dyess AFB; therefore, utility extension project would have not impact on these resources. The Draft CIP EA was provided to the SHPO for review and concurrence. In their response letter, dated 24 August 2010

(Appendix E), SHPO indicated that only a portion of Dyess AFB has been surveyed for archaeological resources and requested that individual utility extension and construction projects be reviewed for archaeological resources. Additional archaeological surveys are ongoing, and are anticipated to be completed by December 2011. If any archaeological sites that may be eligible for the NRHP are identified, the AF will coordinate with SHPO to determine management strategies to include in the ICRMP. Projects evaluated in this EA will defer to approved management strategies in future ICRMP revisions in order to minimize or mitigate potential adverse impacts. Construction projects and utility extensions located in areas that have not been surveyed for archaeological resources will be evaluated by the Dyess AFB Cultural Resources Manager, who would consult with SHPO, as appropriate.

Dyess AFB currently has underground and above ground utilities. The extension of these utilities would not result in a change of setting or character of the Base. Additionally, the extension of utilities would not change the character of any building to which the extension would occur. Therefore, the AF has made the determination of “No Historic Properties Affected” as per 36 CFR 800.4(d)(1) for utility extensions.

In the event that cultural resources are encountered during the extension of underground or aboveground utilities, work would be stopped and the Dyess AFB Cultural Resources Manager would be notified. Work would not resume until appropriate coordination has been completed.

#### ***5.3.5.11 Hazardous and Toxic Materials and Wastes***

Extending utility services would not be expected to impact hazardous or toxic materials. If a spill of hazardous or toxic substances should occur during the construction period, the construction contractor would notify the Environmental Flight immediately for direction on corrective measures and reporting requirements.

#### ***5.3.5.12 Environmental Restoration Program***

There are no active ERP sites located at Dyess AFB. All ERP sites have been closed to a standard allowing industrial land use or better (**Figure 4-6**). Utility extensions within the footprint of an ERP site would require coordination with the ERP Manager to assure the proper disposal of the excavated soils.

If the proposed project would impact one of the four capped sites, coordination with the ERP Manager would be required to assure the cap integrity is restored post-project. With these measures, utility extension project would have no impact on the ERP.

#### ***5.3.5.13 Cumulative Impacts***

Construction of multiple actions that result in more reliable services may result in a synergistic cumulative impact on Base operations. The combined effect of multiple actions would provide a beneficial impact on the overall electrical, communication, and utility systems at Dyess AFB. Combining utility extension projects with other actions occurring at Dyess AFB would not result in cumulative environmental impacts that would be greater in scope or magnitude than the individual impacts evaluated in this document.



### 5.3.6 Stormwater Management Projects

#### *5.3.6.1 Climate and Meteorology*

Construction of stormwater conveyance projects would not impact climate or meteorology.

#### *5.3.6.2 Topography*

In general, stormwater conveyance features would not impact topography. However, Dyess AFB is relatively flat, and if a drainage ditch would be widened, deepened, or rerouted with this alternative, a minor impact on topography may occur.

#### *5.3.6.3 Geology and Soils*

Construction of stormwater management projects would not impact geology. A temporary impact to local soils would be experienced during construction and excavation. Excavated soil would be permanently impacted and would be stockpiled at an approved off-Base source or a designated on-Base stockpile. If work would be conducted in a drainage channel, the work would be performed from the bank to the extent possible. Temporary diversion of flow may be required to minimize potential impacts to soil erosion.

BMPs (e.g., watering down the work area) would be utilized during excavation activities if dust and wind erosion were to become a problem. Additionally, BMPs, including hay bales and silt fences, would be utilized to minimize erosion. After the completion of construction activities, stream restoration measures may be required to restore the project area to natural and stabilized conditions.

#### *5.3.6.4 Public Health and Safety*

Installation of culverts or road crossings, and upgrading drainage ditches would reduce the risk of flooding in developed areas. This would be considered a beneficial health and safety impact.

All work sites would be surrounded by construction fence to limit access to authorized personnel. In addition, Dyess AFB is a restricted access facility and construction activities would not impact emergency services. Therefore, no adverse impacts on public health or safety would be expected with any construction-related activities.

#### *5.3.6.5 Socioeconomics/Environmental Justice*

There are no socioeconomic or Environmental Justice issues at Dyess AFB. A small, beneficial economic impact to the Abilene area may result due to the purchase of goods and services associated with this alternative.

#### *5.3.6.6 Noise*

There may be a temporary increase in noise levels in the immediate project area during construction activities. This impact would be limited to daytime work hours. Since Dyess AFB

is an active military base with daily airfield operations (landings and takeoffs), a temporary, localized increase in noise would not result in a significant adverse impact to the Base community. Construction activities would not impact the Dyess AFB AICUZ guidelines.

#### ***5.3.6.7 Air Quality***

Short-term, localized impacts to air quality may result from construction activities. Impacts would likely result from fossil fuel use, particulate emissions from soil disturbance, and use of materials containing VOCs. Fossil fuel emissions would produce carbon monoxide, nitrogen oxides, sulfur dioxide, and hazardous pollutants. BMPs would be utilized to reduce any particulate emissions. All impacts would be localized and temporary and would not result in a change to the overall air quality at Dyess AFB and the surrounding area.

#### ***5.3.6.8 Water Resources***

Construction of stormwater management facilities would not have a significant impact on groundwater resources. Repairing or stabilizing an embankment using “hard” engineering techniques (e.g., rock riprap) may result in an impact to water quality of surface water resources. However, these impacts would be temporary and BMPs would be implemented to minimize impacts to water quality. Bioengineered techniques (e.g., vegetation plantings, rootwads, geotextile fabrics) would also minimize these impacts and would likely provide mitigation from erosion of fill material.

Installation of culverts or road crossings, and upgrading drainage ditches would reduce the risk of flooding in developed areas and provide a more efficient conveyance of stormwater. By increasing flow efficiency, the reduced risk of flooding to adjacent developed areas would potentially have a beneficial impact on water quality by reducing the area exposed to pollutant sources. Adverse impacts could also result from this alternative if enhancing the capacity of drainage channel would increase downstream flows beyond the capacity of the natural waterway. An adverse impact to water quality may result if the increased flow would prevent settling of silt and suspended materials in addition to increasing scouring and erosion.

For any projects that would impact downstream flow or would involve work in a floodplain, a hydraulic or hydrologic study would be completed to ensure the project would not result in an increased flood hazard in the downstream areas.

If work would be performed in a drainage channel, the work would be performed from the bank to the extent possible. Temporary diversion of flow may be required to minimize potential impacts to water quality. BMPs, including hay bales and silt fences, would be utilized to minimize erosion and downstream migration of pollutants. After the completion of construction activities, stream restoration measures may be required to restore the project area to natural and stabilized conditions.

### *5.3.6.9 Biological Resources*

#### *Wetlands*

If an action were to occur in one of the wetlands designated on **Figure 4-4**, the action would need to comply with EO 11990 and AFI 32-7064. Stormwater management actions that would be located in wetlands would be designed to enhance the function of the wetland and not result in adverse impacts. If potential adverse impacts would be expected, appropriate mitigation would be coordinated with the Dyess AFB Natural Resources Manager and the USACE. These projects would require a FONPA, per 32 CFR 989, and would not be covered with this EA.

#### *Vegetation*

These projects would potentially impact riparian vegetation and waterways. Mesquite is common on Dyess AFB and is managed as an invasive species by the Base. There is the potential that work involving the removal of vegetation could facilitate the spread of mesquite. Therefore, to assure compliance with EO 13112, the removal and disposal of vegetation associated with stormwater management project would be carried out in accordance with the current INRMP. Potential short-term impacts to vegetation would occur during construction from the operation of machinery and equipment. Following construction activities, the area would be stabilized and revegetated according to the current INRMP. This may provide a beneficial impact as bank stabilization or modifying a water crossing would reduce long-term scour and sedimentation. With the implementation of the above measures, stormwater management project would have no long-term impact on vegetation at Dyess AFB.

#### *Threatened and Endangered Species*

Construction of stormwater management projects would not impact any federal or state listed T&E species. All activities would be conducted in accordance with the management goals and objectives outlined in the INRMP (Dyess 2006). If any T&E species were encountered during project activities, all activities would be halted and the Natural Resources Manager contacted. Construction activities would not resume without concurrence from the Natural Resources Manager.

#### *Terrestrial Wildlife*

These actions may temporarily impact wildlife in the project area during construction, such as displacement or mortality of individuals. Impacts to individuals would not be significant, and would not result in an impact to the biological community. Any projects resulting in the removal of trees would require coordination with the Natural Resource Manager to assure the project is compliant with the INRMP and the Migratory Bird Treaty Act.

#### *Aquatic Wildlife*

Aquatic species do not reside in Little Elm Creek or any other drainages channels on Base. However, Little Elm Creek drains to Big Elm Creek and Lake Fort Phantom Hill. This lake

provides recreational fishing for the area. Lake Totten was stocked in 2004 and is managed as a fishery by Dyess AFB. The Lake receives water from an unnamed tributary of Little Elm Creek and then drains off-Base. The golf course and hospital ponds were also stocked in 2004. These ponds receive only localized stormwater runoff and are not connected to the Basewide stormwater management system.

Any impacts that would result in impacts to water quality may impact aquatic resources in the lakes on Base and Lake Fort Phantom Hill. BMPs, in accordance with the current SWPPP would be utilized to minimize the potential of downstream migration of pollutants and sediment that may impact downstream resources. By implementing these BMPs, no significant adverse impacts to aquatic wildlife would be anticipated from these types of projects.

#### ***5.3.6.10 Cultural Resources***

There are no known archaeological resources sites present on Dyess AFB. The Draft CIP EA was provided to the SHPO for review and concurrence. In their response letter, dated 24 August 2010 (**Appendix E**), SHPO indicated only a portion of Dyess AFB has been surveyed for archaeological resources and requested that individual construction projects be reviewed for archaeological resources. Additional archaeological surveys are ongoing, and are anticipated to be completed by December 2011. If any archaeological sites that may be eligible for the NRHP are identified, the AF will coordinate with SHPO to determine management strategies to include in the ICRMP. Projects evaluated in this EA will defer to approved management strategies in future ICRMP revisions in order to minimize or mitigate potential adverse impacts. Construction projects located in areas that have not been surveyed for archaeological resources will be evaluated by the Dyess AFB Cultural Resources Manager, who would consult with SHPO, as appropriate.

Stormwater management projects involve repairing or stabilizing embankments, installing culverts, and upgrading drainage ditches. These types of activities would not directly impact any buildings on Base. Additionally, these types of activities would not change the setting or character of Dyess AFB; therefore, the AF has made the determination of “No Historic Properties Affected” as per 36 CFR 800.4(d)(1).

In the event that cultural resources are encountered during demolition activities, work would be stopped and the Dyess AFB Cultural Resources Manager would be notified. Work would not resume until appropriate coordination has been completed.

#### ***5.3.6.11 Hazardous and Toxic Materials and Wastes***

Construction activities may disturb hazardous materials present at the project site. A review of the project site would be performed prior to any construction activities to determine if hazardous materials or wastes are present at the location. If any hazardous materials are encountered, or if the construction activity results in a spill or leak of hazardous or petroleum products, coordination with the Environmental Flight would be required for direction on corrective measures and reporting requirements.



#### ***5.3.6.12 Environmental Restoration Program***

There are no active ERP sites located at Dyess AFB. All ERP sites have been closed to a standard allowing industrial land use or better (**Figure 4-6**). The North and South Diversion Ditches are both former ERP sites closed under RRS 3. As major components of Dyess AFB's stormwater management system, at least some stormwater management projects would be likely to directly involve these features. Soil/sediment from the drainage ditches would not be suitable as off-site fill. Therefore, stormwater management projects involving the ditches would require coordination with the ERP Manager to assure the proper disposal of removed soils according to federal, state, and local regulations.

#### ***5.3.6.13 Cumulative Impacts***

The combined effect of multiple actions would provide a beneficial effect on the overall stormwater management program at Dyess AFB. Construction of multiple actions may result in a cumulative impact on downstream flood potential and the overall conveyance of stormwater. Therefore, it is important for a hydrological or hydraulic study to be performed on any project that may impact downstream flows. If the hydrologic or hydraulic study results do not indicate an increased potential for downstream flooding, adverse cumulative impacts would not be expected. Additionally, combining stormwater management projects with other actions occurring at Dyess AFB would not result in cumulative environmental impacts that would be greater in scope or magnitude than the individual impacts evaluated in this document.

### **5.3.7 Force Protection/Anti-Terrorism Projects**

#### ***5.3.7.1 Climate and Meteorology***

FP/AT projects would not impact climate or meteorology.

#### ***5.3.7.2 Topography***

Dyess AFB is relatively flat with 0 to 3 percent slopes. Some grading may be required as part of these types of actions, but it would not result in a significant impact to topography in the region.

#### ***5.3.7.3 Geology and Soils***

FP/AT projects would not impact geology. A temporary impact to local soils would be experienced during construction and site grading. Soil beneath the footprint of roadways, buildings, and other structures would be permanently impacted. BMPs (e.g., watering down the work area) would be utilized during construction activities if dust and wind erosion were to become a problem. BMPs (e.g., hay bales, silt fences, etc.) would also be implemented to reduce the potential for soil erosion during the construction phase. Therefore, it is not anticipated that these types of projects would result in a significant impact on soil.

#### ***5.3.7.4 Public Health and Safety***

FP/AT projects would provide additional security features to the Dyess AFB infrastructure. For example, modification of ECFs would secure the installation from unauthorized access and intercept contraband while maximizing vehicular traffic flow. Construction at ECFs could compromise the objective due to construction hazards and increased vehicle activity. Extra precautions would be needed at ECFs during the construction phase of the project to ensure continuing security and safety. Coordination with SFS would be required to ensure potential adverse impacts to public health and safety during construction is minimized. Long-term, these projects would have a beneficial impact on public health and safety on Base.

#### ***5.3.7.5 Socioeconomics/Environmental Justice***

There are no socioeconomic or Environmental Justice issues at Dyess AFB. A small, beneficial economic impact to the Abilene area may result due to the purchase of goods and services associated with this alternative.

#### ***5.3.7.6 Noise***

There may be a temporary increase in noise levels in the immediate project area during construction activities. This impact would be limited to daytime work hours. Since Dyess AFB is an active military base with daily airfield operations (landings and takeoffs), a temporary, localized increase in noise would not result in a significant adverse impact to the Base community. Construction activities would not impact the Dyess AFB AICUZ guidelines.

#### ***5.3.7.7 Air Quality***

Short-term, localized impacts to air quality may result from construction activities. Impacts would likely result from fossil fuel use, particulate emissions from soil disturbance, and use of materials containing VOCs. Fossil fuel emissions would produce carbon monoxide, nitrogen oxides, sulfur dioxide, and hazardous pollutants. BMPs would be utilized to reduce any particulate emissions. All construction-related impacts would be localized and temporary and would not result in a change to the overall air quality at Dyess AFB and surrounding area.

Several operational activities at Dyess AFB produce VOC, particulate, and other chemical emissions. Dyess AFB currently operates under a Permit by Rule designation with the TCEQ. Operations resulting from this alternative that produce VOCs or other emissions regulated by the TCEQ would comply with the current Permit by Rule requirements. Therefore, no significant adverse impacts would result from any potential operations that may result from this alternative.

#### ***5.3.7.8 Water Resources***

FP/AT projects would not impact surface water hydrology or groundwater resources. There is the potential that surface water quality would be impacted from the operation and storage of heavy machinery or disturbance of soils during construction. BMPs, including silt fences and hay bales, would be employed to minimize soil erosion during the construction phase. All

construction impacts would be minor and would not extend past the construction period. This alternative would not produce adverse impacts to the floodplain at Dyess AFB.

#### ***5.3.7.9 Biological Resources***

##### ***Wetlands***

FP/AT projects would not occur in areas with wetlands and no fill or debris would be placed in any wetland areas. BMPs would be implemented to minimize soil erosion during the construction phase. Therefore, there would be no impact to wetlands at Dyess AFB.

##### ***Vegetation***

These types of project may occur in undeveloped areas of the Base. Any removed vegetation would be disposed of in a manner consistent with the INRMP's program to minimize the spread of invasive plant species such as mesquite. Upon completion of FP/AT project construction activities, all disturbed areas would be landscaped and revegetated according to the current INRMP. Permanent vegetation loss would be limited to the immediate footprint of any new structures. However, this would not be a significant impact in relation to the total vegetated area on Base.

##### ***Threatened and Endangered Species***

FP/AT projects would not have an impact on any federal or state listed T&E species. All activities would be conducted in accordance with the management goals and objectives outlined in the current INRMP. If any T&E were encountered during construction, all activities would be halted and the Natural Resources Manager contacted. Construction activities would not resume without concurrence from the Natural Resources Manager.

##### ***Terrestrial Wildlife***

FP/AT projects may temporarily impact wildlife in the project area during construction, such as displacement or mortality of individuals. The loss of a small number of individuals would not have a significant impact on the wildlife population and would not result in a long-term impact on the biological community. Any projects resulting in the removal of trees would require coordination with the Natural Resource Manager to assure the project is compliant with the INRMP and the Migratory Bird Treaty Act. Long-term impacts related to habitat loss would result; however, this would not be a significant impact due to the amount of available habitat in the area.

##### ***Aquatic Wildlife***

FP/AT projects to support new operations would not impact aquatic species at Dyess AFB. No construction activities would be performed in any streams, ponds, or creeks.

#### *5.3.7.10 Cultural Resources*

There are no known archaeological resources sites present on Dyess AFB. The Draft CIP EA was provided to the SHPO for review and concurrence. In their response letter, dated 24 August 2010 (**Appendix E**), SHPO indicated only a portion of Dyess AFB has been surveyed for archaeological resources and requested that individual construction projects be reviewed for archaeological resources. Additional archaeological surveys are ongoing, and are anticipated to be completed by December 2011. If any archaeological sites that may be eligible for the NRHP are identified, the AF will coordinate with SHPO to determine management strategies to include in the ICRMP. Projects evaluated in this EA will defer to approved management strategies in future ICRMP revisions in order to minimize or mitigate potential adverse impacts. Construction of FP/AT projects that are located in areas that have not been surveyed for archaeological resources will be evaluated by the Dyess AFB Cultural Resources Manager, who would consult with SHPO, as appropriate.

FP/AT projects located in the undeveloped areas of the Base and around the Base perimeter would not affect known historic resources on Base. Additionally, projects involving buildings and structures not listed on the NRHP or considered not eligible for listing on the NRHP would have no impact on historic resources. These projects would be carried out in accordance with military protocols and architectural styles. Therefore, the AF has made the determination of “No Historic Properties Affected” for projects located in remote areas of the Base.

FP/AT projects involving buildings or structures listed on the NRHP or considered eligible for listing on the NRHP have the potential to impact historic properties. Therefore, the AF has made a determination of “Historic Properties Affected” for these types of projects. Consultation with the SHPO would be required for these projects to establish minimization measures to preserve the historic resource.

In the event that cultural resources are encountered during demolition or construction activities, work would be stopped and the Dyess AFB Cultural Resources Manager would be notified. Work would not resume until appropriate coordination has been completed.

#### *5.3.7.11 Hazardous and Toxic Materials and Wastes*

If a spill of hazardous or toxic substances should occur during the construction period, the construction contractor would notify the Environmental Flight immediately for direction on corrective measures and reporting requirements. Any hazardous or petroleum wastes resulting from this alternative would be disposed of according to federal, state, and local regulations. Therefore, these projects would not impact the local environment.

#### *5.3.7.12 Environmental Restoration Program*

There are no active ERP sites located at Dyess AFB. All ERP sites have been closed to a standard allowing industrial land use or better (**Figure 4-6**). Any FP/AT projects involving excavation at a former ERP sites would require coordination with the ERP Manager to assure the proper disposal of removed soils according to federal, state, and local regulations.



If the proposed project would impact one of the four capped sites, coordination with the ERP Manager would be required to assure the cap integrity is restored post-project. With these measures, FP/AT projects would have no impact on the ERP.

#### ***5.3.7.13 Cumulative Impacts***

All new facilities and force protection structures would be compatible with existing land use strategies; therefore, constructing these types of facilities would not result in adverse cumulative impacts greater in scope or magnitude than individual impacts. Additionally, combining FP/AT projects with other actions occurring at Dyess AFB would not result in cumulative environmental impacts that would be greater in scope or magnitude than the individual impacts evaluated in this document.

### **5.4 ACQUISITION AND DISPOSAL OF REAL PROPERTY**

The transfer of ownership of surrounding properties is not expected to have any impacts since the lands will not be developed and their usage will not be noticeably altered. Under this EA, the stipulations require that the property would be compatible with surrounding land use. In addition, a Phase I EBS (ASTM 2005) will be conducted for each property to document the nature, magnitude, and extent of any environmental contamination of the property prior to transfer of ownership and to provide an environmental condition of property category based on past land use. Therefore, these types of project would have no impact on any environmental resources discussed in this EA. Any extenuating circumstances would need further environmental documentation, such as a SEA, project-specific EA, or EIS, as appropriate.

### **5.5 MODIFY EXISTING BUILDINGS**

#### **5.5.1 Climate and Meteorology**

Modifying existing buildings to support new operations would not impact climate or meteorology.

#### **5.5.2 Topography**

Modifying existing buildings to support new operations would not impact topography of the immediate area.

#### **5.5.3 Geology and Soils**

Modifying existing buildings to support new operations would not impact geology. A temporary impact to local soils may be experienced during construction if any exterior modification is required. Soils beneath a new exterior addition would be permanently impacted. BMPs (e.g., watering down the work area) would be utilized during construction activities if dust and wind erosion were to become a problem. BMPs (e.g., silt fences, hay bales) would be utilized to

minimize soil erosion during the construction phase. All soil impacts would be considered minor.

#### **5.5.4 Public Health and Safety**

All work sites would be surrounded by construction fence to limit access to authorized personnel. In addition, Dyess AFB is a restricted access facility and this action would not impact emergency services. Therefore, no adverse impacts on public health or safety would be expected with any construction activities.

#### **5.5.5 Socioeconomics/Environmental Justice**

There are no socioeconomic or Environmental Justice issues at Dyess AFB. A small, beneficial economic impact to the Abilene area may result due to the purchase of goods and services associated with this alternative.

#### **5.5.6 Noise**

There may be a temporary increase in noise levels in the immediate project area during construction activities. This impact would be limited to daytime work hours. Since Dyess AFB is an active military base with daily airfield operations (landings and takeoffs), a temporary, localized increase in noise would not result in a significant adverse impact to the Base community. Construction activities would not impact the Dyess AFB AICUZ guidelines.

#### **5.5.7 Air Quality**

Short-term, localized impacts to air quality may result from construction activities. Impacts would likely result from fossil fuel use, particulate emissions from soil disturbance, and use of materials containing VOCs. Fossil fuel emissions would produce carbon monoxide, nitrogen oxides, sulfur dioxide, and hazardous pollutants. BMPs would be utilized to reduce any particulate emissions. All construction-related impacts would be localized and temporary and would not result in a change to the overall air quality at Dyess AFB and surrounding area.

Several operational activities at Dyess AFB produce VOC, particulate, and other chemical emissions. Dyess currently operates under a Permit by Rule designation with the TCEQ. This alternative could potentially alter or expand existing operations. All operations that produce emissions regulated by the TCEQ located in the modified buildings would comply with the current Permit by Rule requirements outlined in the current IAQMP (Dyess 2005a). Therefore, no significant adverse impacts would result from any potential operations that may result from this alternative.

#### **5.5.8 Water Resources**

Modifying existing buildings to support new operations would not impact surface water hydrology or groundwater resources. There is the potential that surface water quality would be impacted from the operation and storage of heavy machinery or disturbance of soils during construction and renovation. BMPs, including silt fences and hay bales, would be employed to

minimize the movement of pollutants and sedimentation. All construction impacts would be minor and would not extend past the construction period.

Several operational activities utilize outside storage for fuels, materials, and equipment that may impact surface water quality. All additional shop facilities that may result from this alternative are subject to the requirements and BMPs outlined in the current SWPPP. BMPs identified in the SWPPP are designed to minimize and mitigate potential surface water contamination. With these procedures in place, no significant adverse impacts would be expected with these project types.

This alternative would not involve new construction of structures. If an existing structure was located in a floodplain, modification of that structure would be limited so no additional impacts to the floodplain would occur.

### **5.5.9 Biological Resources**

#### ***Wetlands***

No construction fill or debris would be placed in any wetland areas. BMPs would be implemented during construction activities to minimize sedimentation and the movement of debris to off-site areas. Therefore, modifying existing buildings to support new operations would not impact any wetlands.

#### ***Vegetation***

Modifying existing buildings to support new operations would not impact vegetation. The developed portion of Dyess AFB is either paved or landscaped. If any exterior modification or construction of additional structures would occur, temporary impacts on vegetation may be experienced. Upon completion of construction activities, all disturbed areas would be landscaped and revegetated according to the current INRMP. Any removed vegetation would be disposed of in accordance with the current INRMP to minimize the spread of invasive plant species such as mesquite. Permanent vegetation loss would be limited to the immediate footprint of any new addition to an existing facility; however, this would not be a significant impact in relation to the total vegetated area on Base.

#### ***Threatened and Endangered Species***

Modifying existing buildings to support new operations would not have an impact on any federal or state listed T&E species. All activities would be conducted in accordance with the management goals and objectives outlined in the current INRMP. If any T&E species were encountered during construction, all activities would be halted and the Natural Resources Manager contacted. Construction activities would not resume without concurrence from the Natural Resources Manager.

*Terrestrial Wildlife*

These actions may temporarily impact wildlife in the project area during construction, such as displacement or mortality of individuals. The loss of a small number of individuals would not have a significant impact on the wildlife population and would not result in a long-term impact on the biological community. Any projects resulting in the removal of trees would require coordination with the Natural Resource Manager to assure the project is compliant with the INRMP and the Migratory Bird Treaty Act. Long-term impacts related to habitat loss would result; however, this would not be a significant impact due to the amount of available habitat in the area.

*Aquatic Wildlife*

No construction activities would be performed in any streams, ponds, or creeks. With the implementation of BMPs, modifying existing buildings to support new operations would not impact aquatic species at Dyess AFB.

**5.5.10 Cultural Resources**

There are no known archaeological resources sites present on Dyess AFB. The Draft CIP EA was provided to the SHPO for review and concurrence. In their response letter, dated 24 August 2010 (**Appendix E**), SHPO indicated that only a portion of Dyess AFB has been surveyed for archaeological resources and requested that individual construction projects be reviewed for archaeological resources. Additional archaeological surveys are ongoing, and are anticipated to be completed by December 2011. If any archaeological sites that may be eligible for the NRHP are identified, the AF will coordinate with SHPO to determine management strategies to include in the ICRMP. Projects evaluated in this EA will defer to approved management strategies in future ICRMP revisions in order to minimize or mitigate potential adverse impacts. Construction projects which would modify the footprint of existing buildings located in areas that have not been surveyed for archaeological resources will be evaluated by the Dyess AFB Cultural Resources Manager, who would consult with SHPO, as appropriate.

Projects involving not listed or non-eligible properties would have no effect on historic properties. Therefore, for these types of projects, the AF has made the determination of “No Historic Properties Affected.”

Projects involving the modification of a listed structure or structures eligible for listing on the NRHP have the potential to impact historic resources. Therefore, for these types of projects, the AF has made the determination of “Historic Properties Affected” and consultation with the SHPO would be required to establish minimization measures.

In the event that cultural resources are encountered during demolition or construction activities that modify the footprint of existing buildings, work would be stopped and the Dyess AFB Cultural Resources Manager would be notified. Work would not resume until appropriate coordination has been completed.



**5.5.11 Hazardous and Toxic Materials and Wastes**

If a spill of hazardous or toxic substances should occur during the construction period, the construction contractor would notify the Environmental Flight immediately for direction on corrective measures and reporting requirements. Any hazardous or petroleum wastes resulting from this alternative would be disposed of according to federal, state, and local regulations. Certain facilities may, upon completion, utilize hazardous materials and generate hazardous waste during regular operations. These operations would be subject to all rules and requirements outlined in the current Dyess IWMP and would not result in a significant adverse impact.

**5.5.12 Environmental Restoration Program**

There are no active ERP sites located at Dyess AFB. All ERP sites have been closed to a standard allowing industrial land use or better (**Figure 4-6**). Several buildings at Dyess AFB are currently located on or near a closed ERP site. If excavation were required to complete the building modification or additions at one of these locations, coordination with ERP Manager would be required to assure the proper disposal of the soil according to federal, state, and local regulations, as this soil would not be useable for off-site fill.

If the proposed project would impact one of the four capped sites, coordination with the ERP Manager would be required to assure the cap integrity is restored post-project. With these measures, modification of existing buildings would have no impact on the ERP.

**5.5.13 Cumulative Impacts**

Modifying existing buildings to support new operations would occur in previously developed areas. All facilities would be compatible with existing land use strategies; therefore, these actions would not result in adverse cumulative impacts greater in scope or magnitude than individual impacts. Additionally, combining modification projects with other actions occurring at Dyess AFB would not result in cumulative environmental impacts that would be greater in scope or magnitude than the individual impacts evaluated in this document.

## SECTION SIX

## References

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## SECTION SIX

## References

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1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE 11 Dec 09
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS			4. PROJECT TITLE BASE CIVIL ENGINEER COMPLEX	
5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  219-944	7. PROJECT NUMBER  FNWZ043002	8. PROJECT COST (\$000)  27,000	
9. COST ESTIMATES				
ITEM	U/M	QUANTITY	UNIT COST	COST (\$000)
BASE CIVIL ENGINEER COMPLEX				17,850
BCE MAINTENACE SHOPS	SM	3,226	1,704	( 5,497 )
BCE ADMINISTRATION	SM	4,668	2,411	( 11,255 )
BCE WAREHOUSE STORAGE	SM	695	1,420	( 987 )
FORCE PROTECTION	SM	8,589	13	( 112 )
SUPPORTING FACILITIES				6,034
UTILITIES	LS			( 936 )
SITE IMPROVEMENTS	LS			( 728 )
PAVEMENTS	LS			( 1,351 )
DEMOLITION	SM	7,600	255	( 1,934 )
SPECIAL FOUNDATION	SM	8,590	78	( 670 )
COMMUNICATION SUPPORT	LS			( 415 )
SUBTOTAL				23,884
CONTINGENCY (5.0%)				1,194
TOTAL CONTRACT COST				25,078
SUPERVISION, INSPECTION AND OVERHEAD (5.7%)				1,429
TOTAL REQUEST				26,507
TOTAL REQUEST (ROUNDED)				27,000
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				( 2,300.0 )
<p>10. Description of Proposed Construction: Reinforced concrete foundation and floor slab, structural frame, walls and roof systems with combination masonry and stucco finish and pitched metal roof for Base Engineer Administration. Pre-engineered structure with reinforced concrete foundation and slab and combination masonry, stucco, and metal finish, and pitched metal roofs for maintenance shops, warehouses, and covered storage. Work to include necessary mechanical, electrical, fire protection, communication support for voice and data transmission, pavements with curbs and gutters, sidewalks, and security fencing. Anti-terrorism/force protection measure to comply with DoD minimum construction standards. Includes 7,600 SM of demolition work incorporating 14 facilities. Parking for both government and personal vehicles, demolition of 14 separate facilities, and special foundation requirements due to expansive soils are key reasons for increased Supporting Facilities costs.</p> <p>Air Conditioning: 260 Tons</p>				
<p>11. Requirement: 11495 SM Adequate: 2905 SM Substandard: 8590 SM</p> <p>PROJECT: Construct New Base Civil Engineer Complex (Current Mission)</p> <p>REQUIREMENT: An adequately sized, configured, and sited facility is required for Base Civil Engineer (BCE) personnel to receive, process, solve, and implement a solution to BCE's customers problems. One facility is required to consolidate BCE personnel who are currently working out of fifteen different buildings scattered throughout the installation. Force protection measures will be incorporated IAW USAF Installation Force Protection Guide.</p> <p>CURRENT SITUATION: The existing facilities were built in 1956 and are functionally</p>				

1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE 11 Dec 09
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5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  219-944	7. PROJECT NUMBER  FNWZ043002	8. PROJECT COST (\$000)  27,000
<p>inadequate for the modern workforce. The facilities are not life cycle cost effective to retain or improve to current Air Force standards. The outdated facilities negatively impact the productivity of the Civil Engineer functions to include the Command section, Operations, Engineering, Environmental, and Resources, and are especially detrimental for retention of quality Air Force personnel who are responsible for the vital operations of maintaining the base infrastructure. No space exists for growth within the existing facilities as all available resources are being utilized.</p> <p>IMPACT IF NOT PROVIDED: BCE personnel will continue to work in substandard and separated facilities, which degrades mission accomplishment and degrades the morale of Base Civil Engineer personnel. Geographical separation impedes efficient communication among functional units, and hinders daily work proficiency and overall mission accomplishment.</p> <p>ADDITIONAL: This project meets the criteria/scope specified in Air Force Handbook 32-1084, "Facility Requirements". EA required. Base Civil Engineer: Lt Col Christopher G. Duffy (325) 696-2250, DSN 461-2250. (Base Civil Engineer Complex: 8,589 SM = 92,450 SF.)</p> <p>JOINT USE CERTIFICATION: Mission requirements, operational considerations, and location are incompatible with use by other components.</p>			

1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE 11 Dec 09												
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE BASE CIVIL ENGINEER COMPLEX													
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 219-944	7. PROJECT NUMBER FNWZ043002	8. PROJECT COST (\$000) 27,000												
12. SUPPLEMENTAL DATA: a. Estimated Design Data: (1) Status: (a) Date Design Started (b) Parametric Cost Estimates used to develop costs YES * (c) Percent Complete as of 01 JAN 2011 * (d) Date 35% Designed (e) Date Design Complete (f) Energy Study/Life-Cycle analysis was/will be performed NO  (2) Basis: (a) Standard or Definitive Design - NO (b) Where Design Was Most Recently Used -  (3) Total Cost (c) = (a) + (b) or (d) + (e): (\$000) (a) Production of Plans and Specifications 0 (b) All Other Design Costs 0 (c) Total 0 (d) Contract 0 (e) In-house 0  (4) Construction Contract Award  (5) Construction Start  (6) Construction Completion  * Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.  b. Equipment associated with this project provided from other appropriations:  <table border="1"> <thead> <tr> <th>EQUIPMENT NOMENCLATURE</th> <th>PROCURING APPROPRIATION</th> <th>FISCAL YEAR APPROPRIATED OR REQUESTED</th> <th>COST (\$000)</th> </tr> </thead> <tbody> <tr> <td>COMMUNICATION EQUIPMENT</td> <td>3400</td> <td>2010</td> <td>300</td> </tr> <tr> <td>FURNISHINGS/USER EQUIPMENT</td> <td>3400</td> <td>2010</td> <td>2,000</td> </tr> </tbody> </table>				EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)	COMMUNICATION EQUIPMENT	3400	2010	300	FURNISHINGS/USER EQUIPMENT	3400	2010	2,000
EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)												
COMMUNICATION EQUIPMENT	3400	2010	300												
FURNISHINGS/USER EQUIPMENT	3400	2010	2,000												

1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE 11 Dec 09
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE CONSOLIDATED FABRICATION FLIGHT FAC		
5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  211-152	7. PROJECT NUMBER  FNWZ063005	8. PROJECT COST (\$000)  22,000	
9. COST ESTIMATES				
ITEM	U/M	QUANTITY	UNIT COST	COST (\$000)
CONSOLIDATED FABRICATION FLIGHT FACILITY				13,990
FABRICATION FLIGHT FACILITY	SM	5,750	2,409	( 13,852 )
ANTITERRORISM/FORCE PROTECTION	SM	5,750	24	( 138 )
SUPPORTING FACILITIES				5,530
UTILITIES	LS			( 779 )
PAVEMENTS	LS			( 1,557 )
SITE IMPROVEMENTS	LS			( 949 )
SPECIAL FOUNDATION	SM	5,750	156	( 897 )
DEMOLITION	SM	4,262	260	( 1,108 )
COMMUNICATIONS SUPPORT	LS			( 240 )
SUBTOTAL				19,519
CONTINGENCY (5.0%)				976
TOTAL CONTRACT COST				20,495
SUPERVISION, INSPECTION AND OVERHEAD (5.7%)				1,168
TOTAL REQUEST				21,664
TOTAL REQUEST (ROUNDED)				22,000
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				( 602.0 )
<p>10. Description of Proposed Construction: Metal frame structure with masonry and insulated metal walls, reinforced concrete foundations on drilled piers, concrete floor slabs, standing seam metal roof, utilities, pavement, site improvements, communication support, fire detection/protection, landscaping, demolition of seven facilities, and all other necessary support. Force protection includes reinforced exterior walls and fully laminated windows. Pavements for government operations and staff parking, demolition of seven facilities, special foundation due to expansive soils, and utilities for industrial operations collectively contribute to increased Supporting Facilities costs. Project demolishes seven facilities totaling 4,262 SM.</p> <p>Air Conditioning: 240 Tons</p>				
<p>11. Requirement: 13934 SM Adequate: 3249 SM Substandard: 6486 SM</p> <p>PROJECT: Construct a Consolidated Fabrication Flight Facility. (Current Mission).</p> <p>REQUIREMENT: Adequate facilities are required for specialized aircraft maintenance activities for the structural maintenance workshop, metal technology workshop, welding shop, corrosion control shop, non-destructive inspection lab, and survival equipment shop.</p> <p>CURRENT SITUATION: The current fabrication shop was constructed in 1960 for munitions maintenance activities. It currently houses Metals Technology and Structural Maintenance elements of the Fabrication Flight. The survival equipment shop currently operates out of space in one of the large warehouses for lack of more appropriate space. The corrosion control shop is located in a substandard 50 year old facility originally constructed as a semipermanent warehouse. The NDI lab is located in a small building across the base from the shops that fabricate and maintain the parts this lab must inspect. These substandard and fragmented facilities fail to adequately provide proper working conditions for the Fabrication</p>				



1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE 11 Dec 09
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE CONSOLIDATED FABRICATION FLIGHT FAC	
5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  211-152	7. PROJECT NUMBER  FNWZ063005	8. PROJECT COST (\$000)  22,000
<p>Flight to employ modern maintenance standards and efficiently produce and maintain critical aircraft parts. Adequate space is not provided to manufacture needed aircraft parts, disassemble/reassemble aircraft parts for maintenance, incorporate latest technology maintenance equipment and provide space for secure equipment and tool storage. Lighting conditions in the welding and corrosion facilities are insufficient for personnel working at night. This results in additional inspections of all work accomplished during these periods. Inadequate ventilation in the heat treating, welding and corrosion control areas limits summer season operations due to heat stress. In addition, improper climate control in the corrosion control facility results in ongoing rework when temperatures vary outside of allowable tolerances.</p> <p>IMPACT IF NOT PROVIDED: Poor facility conditions will continue to result in excessive aircraft part repair times and quality of repairs. Manpower resources will be depleted by physical environmental conditions such as inadequate lighting and ventilation. Repairs will continue to require reinspection and rework.</p> <p>ADDITIONAL: This project meets the criteria/scope specified in Air Force Handbook 32-1084, "Facility Requirements". A preliminary analysis of reasonable options for accomplishing this project (status quo, renovation, upgrade/removal, new construction) was completed. It indicates there is only one option that will meet operational requirements. Civil Engineer: Lt Col Christopher G. Duffy, (325) 696-2250; (Consolidated Fabrication Flight Facility: 5,750 SM = 61,890 SF)</p> <p>JOINT USE CERTIFICATION: Mission requirements, operational considerations, and location are incompatible with use by other components.</p>			

1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE 11 Dec 09												
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE CONSOLIDATED FABRICATION FLIGHT FAC													
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 211-152	7. PROJECT NUMBER FNWZ063005	8. PROJECT COST (\$000) 22,000												
12. SUPPLEMENTAL DATA: a. Estimated Design Data: (1) Status: (a) Date Design Started (b) Parametric Cost Estimates used to develop costs YES * (c) Percent Complete as of 01 JAN 2011 * (d) Date 35% Designed (e) Date Design Complete (f) Energy Study/Life-Cycle analysis was/will be performed NO (2) Basis: (a) Standard or Definitive Design - NO (b) Where Design Was Most Recently Used - (3) Total Cost (c) = (a) + (b) or (d) + (e): (\$000) (a) Production of Plans and Specifications 0 (b) All Other Design Costs 0 (c) Total 0 (d) Contract 0 (e) In-house 0 (4) Construction Contract Award (5) Construction Start (6) Construction Completion * Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability. b. Equipment associated with this project provided from other appropriations: <table border="1"> <thead> <tr> <th>EQUIPMENT NOMENCLATURE</th> <th>PROCURING APPROPRIATION</th> <th>FISCAL YEAR APPROPRIATED OR REQUESTED</th> <th>COST (\$000)</th> </tr> </thead> <tbody> <tr> <td>COMMUNICATION</td> <td>3400</td> <td>2007</td> <td>402</td> </tr> <tr> <td>FURNISHINGS</td> <td>3400</td> <td>2007</td> <td>200</td> </tr> </tbody> </table>				EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)	COMMUNICATION	3400	2007	402	FURNISHINGS	3400	2007	200
EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)												
COMMUNICATION	3400	2007	402												
FURNISHINGS	3400	2007	200												

1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE 11 Dec 09
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE CONSOLIDATED OPERATIONS GROUP		
5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  141-453	7. PROJECT NUMBER  FNWZ083005	8. PROJECT COST (\$000)  14,400	
9. COST ESTIMATES				
ITEM	U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITIES				9,657
CONSOLIDATED OSS/OG FAC	SM	3,720	2,577	( 9,586 )
FORCE PROTECTION	SM	3,720	19	( 71 )
SUPPORTING FACILITIES				3,229
UTILITIES	LS			( 624 )
SITE IMPROVEMENTS	LS			( 416 )
PAVEMENTS	LS			( 728 )
DEMOLITION	SM	2,868	260	( 746 )
FIRE PROTECTION	LS			( 156 )
SPECIAL FOUNDATION	SM	2,604	78	( 203 )
COMMUNICATION SUPPORT	LS			( 356 )
SUBTOTAL				12,886
CONTINGENCY (5.0%)				644
TOTAL CONTRACT COST				13,530
SUPERVISION, INSPECTION AND OVERHEAD (5.7%)				771
TOTAL REQUEST				14,302
TOTAL REQUEST (ROUNDED)				14,400
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				( 560.0 )
10. Description of Proposed Construction: Project is to consist of a metal frame structure with masonry walls, brick veneer, reinforced concrete foundations on drilled piers, concrete floor slabs, and a standing seam metal roof. Project is to include associated fire protection, electrical, mechanical, and communications systems. Utilities such as water, sanitary sewer, natural gas, electrical, and communications are also included in the project. Facility is to have a reinforced structural frame and shatterproof laminated glass windows to comply with DoD minimum antiterrorism/force protection standards. Demolition of 4 existing facilities, construction of special foundation structure due to expansive soils, and extensive site improvements and pavements contribute collective to increased Supporting Facilities costs. Project demolishes 4 facilities totaling 2,868 SM. Air Conditioning: 170 Tons				
11. Requirement: 3720 SM Adequate: 0 SM Substandard: 3615 SM PROJECT: Constructs a consolidated Operations Group facility to house Operations Group (OG) and Operations Support Squadron (OSS) functions (Current Mission.) REQUIREMENT: The new facility is to provide a consolidated facility to house Operations Support Squadron (OSS) and command element of the Operations Group (OG). This building must meet the construction requirements of a Secure Compartmented Information Facility (SCIF), and support special access security programs including the future mission requirements that are currently in the POM. This facility must house a 400 seat auditorium, a covered mobility cantonment area, and conference rooms for OG and squadron meetings. These conference rooms must be cleared to the Top Secret/Sensitive Compartmented Information (TS/SCI) level, and provide a battle cab area to enhance control in a crisis. The mobility area needs to include indoor secure storage for pallets and deployable gear with garage doors to enhance access				

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3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE CONSOLIDATED OPERATIONS GROUP	
5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  141-453	7. PROJECT NUMBER  FNWZ083005	8. PROJECT COST (\$000)  14,400

for deployments.

CURRENT SITUATION: Existing facilities were constructed in mid 1950's and currently fail to adequately provide proper working conditions to enable OSS/OG to employ modern standards and proficiently perform command and control functions in response to an ever increasing dynamic warfighting arena. Lack of facility space limits the ability to work efficiently, incorporate modern more efficient equipment, and provide space for secure equipment. Lighting in facilities is insufficient and HVAC systems do not work effectively. Inadequate ventilation in these areas of the facility limits summer season operations due to the increased risk of heat stress. Furthermore, geographical distance between the current OSS and OG prevents an easy flow of information and wastes vital manpower resources delivering documents.

IMPACT IF NOT PROVIDED: Restructuring of the Air Force wings has reinstituted the OG's reliance on the OSS. Collocating these organizations will synchronize the efforts of the OSS and OG to conserve money and better direct efforts expended in the day-to-day operations of 5 different inefficient buildings. The current SCIF does not meet standards for higher clearances. This new building will incorporate current force protection measures needed to adequately provide the highest level of protection.

ADDITIONAL: This project meets the criteria/scope specified in Air Force Handbook 32-1084, Facility Requirements. A preliminary analysis of reasonable options for accomplishing this project (status quo, renovation, new construction) was completed. It indicated there is only one option that will meet operational requirements.

The 7th Civil Engineer Squadron Commander is Lt Col Christopher G. Duffy, DSN 461-2250 or Commercial (325) 696-2250. (Consolidated Operations Group: 3,720 SM = 40,040 SF.)

JOINT USE CERTIFICATION: Mission requirements, operational considerations, and location are incompatible with use by other components.



1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE												
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE CONSOLIDATED OPERATIONS GROUP													
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 141-453	7. PROJECT NUMBER FNWZ083005	8. PROJECT COST (\$000) 14,400												
<p>12. SUPPLEMENTAL DATA:</p> <p>a. Estimated Design Data:</p> <p>(1) Status:</p> <p>(a) Date Design Started</p> <p>(b) Parametric Cost Estimates used to develop costs YES</p> <p>* (c) Percent Complete as of 01 JAN 2011</p> <p>* (d) Date 35% Designed</p> <p>(e) Date Design Complete</p> <p>(f) Energy Study/Life-Cycle analysis was/will be performed NO</p> <p>(2) Basis:</p> <p>(a) Standard or Definitive Design - NO</p> <p>(b) Where Design Was Most Recently Used -</p> <p>(3) Total Cost (c) = (a) + (b) or (d) + (e): (\$000)</p> <p>(a) Production of Plans and Specifications 0</p> <p>(b) All Other Design Costs 0</p> <p>(c) Total 0</p> <p>(d) Contract 0</p> <p>(e) In-house 0</p> <p>(4) Construction Contract Award</p> <p>(5) Construction Start</p> <p>(6) Construction Completion</p> <p>* Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.</p> <p>b. Equipment associated with this project provided from other appropriations:</p> <table border="1"> <thead> <tr> <th>EQUIPMENT NOMENCLATURE</th> <th>PROCURING APPROPRIATION</th> <th>FISCAL YEAR APPROPRIATED OR REQUESTED</th> <th>COST (\$000)</th> </tr> </thead> <tbody> <tr> <td>COMMUNICATION EQUIPMENT</td> <td>3400</td> <td>2010</td> <td>300</td> </tr> <tr> <td>FURNISHINGS/USER EQUIPMENT</td> <td>3400</td> <td>2010</td> <td>260</td> </tr> </tbody> </table>				EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)	COMMUNICATION EQUIPMENT	3400	2010	300	FURNISHINGS/USER EQUIPMENT	3400	2010	260
EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)												
COMMUNICATION EQUIPMENT	3400	2010	300												
FURNISHINGS/USER EQUIPMENT	3400	2010	260												

1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE 11 Dec 09
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE ADAL PMEL		
5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  218-868	7. PROJECT NUMBER  FNWZ083008	8. PROJECT COST (\$000)  2,150	
9. COST ESTIMATES				
ITEM	U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITIES				1,476
ADD TO BLDG 8211 - PMEL	SM	367	3,093	( 1,135 )
ALTER BLDG 8211	SM	144	2,165	( 312 )
SDD & EPACT 05 (LEED) - 2%	SM	511	57	( 29 )
SUPPORTING FACILITIES				441
UTILITIES	LS			( 240 )
PAVEMENTS	LS			( 100 )
SITE IMPROVEMENTS	LS			( 20 )
SPECIAL FOUNDATION	SM	367	85	( 31 )
FIRE PROTECTION	LS			( 30 )
COMMUNICATIONS SUPPORT	LS			( 20 )
SUBTOTAL				1,917
CONTINGENCY (5.0%)				96
TOTAL CONTRACT COST				2,013
SUPERVISION, INSPECTION AND OVERHEAD (5.7%)				115
TOTAL REQUEST				2,128
TOTAL REQUEST (ROUNDED)				2,150
<p>10. Description of Proposed Construction: Construct addition to Precision Measurement Equipment Laboratory (PMEL) to include single story, ground floor, reinforced concrete slab construction with foundation pilings, metal reinforced superstructure, brick veneer walls, and metal roofing. Work to also include site improvement, utilities, pavements, heating, ventilation and air conditioning, specialty environmental controls, fire protection, security devices, and landscaping. Air balancing, air flow and testing for temperature gradients are to be performed to ensure operational compliance. Testing and temperature and humidity variation in calibration and repair are to be conducted over a specified time period to include seasonal changes.</p> <p>Air Conditioning: 30 Tons</p>				
<p>11. Requirement: 1034 SM Adequate: 611 SM Substandard: 0 SM</p> <p>PROJECT: Add and alter Precision Measurement Equipment Laboratory (Current Mission).</p> <p>REQUIREMENT: Construct addition to Precision Measurement Equipment Laboratory to enlarge facility to meet minimum requirements established in AFMAN 32-1094 criteria for Air Force Precision Measurement Equipment Laboratory Design and Construction to support current and future projected workload.</p> <p>CURRENT SITUATION: PMEL's workload of 9,000 items per year requires a Plan D facility (7201 to 10000 items) IAQ AFMAN 32-1094, Table 1 and additional requirements of Table 2. The current facility does not meet minimum requirements and will not be able to expand operations without the addition.</p> <p>IMPACT IF NOT PROVIDED: The PMEL is one of the critical areas evaluated by AFMETCAL when certifying a laboratory. A failure in any one area will result in</p>				

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5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  218-868	7. PROJECT NUMBER  FNWZ083008	8. PROJECT COST (\$000)  2,150
<p>certification pended, certification withheld or laboratory recommended for closure (TO 00-20-14 paragraph 7.4). AFMETCAL withheld certification during evaluation held January 2001. Laboratory floor space has been documented as a deficiency and this lack of floor space is affecting laboratory capacity and workload requirements.</p> <p>ADDITIONAL: This project meets the criteria/scope specified in Air Force Handbook 32-1084, Facility Requirements. Sustainable principles will be integrated into the design, development, and construction of the project in accordance with Executive Order 12423 and other applicable laws and Executive Orders. The 7th Civil Engineer Squadron Commander is Lt Col Christopher G. Duffy, and he can be reached at (325) 696-2250. (ADAL PMEL Facility: 1034 SM = 11130 SF)</p> <p>JOINT USE CERTIFICATION: Mission requirements, operational considerations, and location are incompatible with use by other components.</p>			

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3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE ADAL PMEL	
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 218-868	7. PROJECT NUMBER FNWZ083008	8. PROJECT COST (\$000) 2,150
12. SUPPLEMENTAL DATA: a. Estimated Design Data: (1) Status: (a) Date Design Started (b) Parametric Cost Estimates used to develop costs YES * (c) Percent Complete as of 01 JAN 2011 * (d) Date 35% Designed (e) Date Design Complete (f) Energy Study/Life-Cycle analysis was/will be performed NO  (2) Basis: (a) Standard or Definitive Design - NO (b) Where Design Was Most Recently Used -  (3) Total Cost (c) = (a) + (b) or (d) + (e): (\$000) (a) Production of Plans and Specifications 0 (b) All Other Design Costs 0 (c) Total 0 (d) Contract 0 (e) In-house 0  (4) Construction Contract Award  (5) Construction Start  (6) Construction Completion  * Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.  b. Equipment associated with this project provided from other appropriations: N/A			

1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE 11 Dec 09
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE SMALL ARMS RANGE		
5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  171-475	7. PROJECT NUMBER  FNWZ093010	8. PROJECT COST (\$000)  9,800	
9. COST ESTIMATES				
ITEM	U/M	QUANTITY	UNIT COST	COST (\$000)
INDOOR SMALL ARMS RANGE				6,226
SMALL ARMS RANGE	SM	1,880	2,805	( 5,273 )
COMBAT ARMS TRAINING AND MAINTENANCE	SM	238	3,247	( 773 )
SDD & EPACT 05	SM	2,118	56	( 120 )
ANTITERRORISM/FORCE PROTECTION	SM	2,118	28	( 60 )
SUPPORTING FACILITIES				2,588
UTILITIES	LS			( 210 )
PAVEMENTS	LS			( 152 )
SITE IMPROVEMENTS	LS			( 215 )
SPECIAL FOUNDATION	SM	2,118	155	( 328 )
FIRE PROTECTION	LS			( 65 )
COMMUNICATION SUPPORT	LS			( 25 )
ABATEMENT RANGE SOIL AND EARTHEN BERM	CM	554	2,250	( 1,247 )
ABATEMENT - MISC RANGE STRUCTURES	LS			( 200 )
FORCE PROTECTION	LS			( 60 )
DEMOLITION	SM	331	260	( 86 )
SUBTOTAL				8,814
CONTINGENCY (5.0%)				441
TOTAL CONTRACT COST				9,254
SUPERVISION, INSPECTION AND OVERHEAD (5.7%)				528
TOTAL REQUEST				9,782
TOTAL REQUEST (ROUNDED)				9,800
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				( 49.0 )
10. Description of Proposed Construction: Construct a 21 firing point, 25 meter, enclosed firing range and addition to existing combat arms training and maintenance (CATM) facility. Construction of range includes snail-type bullet trap system, overlapping hardened steel overhead baffle system, solid concrete walls and floor, protected lighting system, laminar flow exhaust system, and target retrieval system. Construction of the CATM addition to include reinforced concrete foundation floor slabs, masonry walls, steel frame, pitched metal roof, and reinforced weapons storage vault. Utilities include electrical, water, gas, security alarms, and drainage. Pavements include access road and parking. Site improvements include area lighting, noise attenuating berms, landscaping, and abatement of range soil and earthen berms. Force protection includes barriers in compliance with 7 BW barrier plan. Demolish 1 facility (331 SM). This project will comply with DoD antiterrorism/force protection requirements per Unified Facilities Criteria.				
11. Requirement: 21 FP Adequate: 0 FP Substandard: 21 FP PROJECT: Construct a Small Arms Range. (CURRENT MISSION) REQUIREMENT: Ground weapons training for personnel required to perform armed duties with Air Force service issued weapons and for deploying personnel with weapons qualification requirements.				



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3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS			4. PROJECT TITLE SMALL ARMS RANGE	
5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  171-475	7. PROJECT NUMBER  FNWZ093010	8. PROJECT COST (\$000)  9,800	
<p>CURRENT SITUATION: The existing range cannot properly train airmen for current deployment requirements, including those in support of the GWOT. The current bullet collection system cannot withstand the impact of actual combat ammunition. The overhead baffle system, gravel floor, and earthen side berms cannot adequately contain bullet trajectories and ricochets. There is no ventilation system to protect shooters and instructors from airborne lead. Continuous workarounds include use of plastic and non-lead frangible munitions where possible, and the use of off-base facilities in the case of weapons for which such munitions are not available. Use of plastic and frangible munitions does not provide realistic training and results in incorrectly sited weapons. Use of off-base facilities requires transporting weapons and munitions over public highways, posing risks for both transporters and the general public. Traveling more 90 miles each way for training is also an inefficient use of time for instructors and airmen who have limited time to spend at their home station with family between deployments.</p> <p>IMPACT IF NOT PROVIDED: Without this project, airmen at Dyess will continue to be deployed in the Global War on Terrorism with less than optimal training in the use of their personal weapons.</p> <p>ADDITIONAL: This project meets the criteria/scope specified in Air Force Handbook 32-1084, "Facility Requirement." A preliminary analysis of reasonable options (status quo, renovation, new construction) for accomplishing this project was done. It indicates there is only one option that will meet mission requirements; new construction. Therefore, a waiver to exception has been prepared. Sustainable principles will be integrated into the design, development, and construction of the project in accordance with Executive Order 12423 and other applicable laws and Executive orders. Base Civil Engineer: Lt Col Christopher G. Duffy, 325-696-2250. (Small Arms Range : 21 FP (Firing Points), 1,880 SM = 20,236 SF; CATM Addition 238 SM = 2,562 SF).</p> <p>JOINT USE CERTIFICATION: Mission requirements, operational considerations, and location are incompatible with use by other components.</p>				

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3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE SMALL ARMS RANGE													
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 171-475	7. PROJECT NUMBER FNWZ093010	8. PROJECT COST (\$000) 9,800												
12. SUPPLEMENTAL DATA: a. Estimated Design Data: (1) Status: (a) Date Design Started (b) Parametric Cost Estimates used to develop costs YES * (c) Percent Complete as of 01 JAN 2011 * (d) Date 35% Designed (e) Date Design Complete (f) Energy Study/Life-Cycle analysis was/will be performed NO (2) Basis: (a) Standard or Definitive Design - NO (b) Where Design Was Most Recently Used - (3) Total Cost (c) = (a) + (b) or (d) + (e): (\$000) (a) Production of Plans and Specifications 0 (b) All Other Design Costs 0 (c) Total 0 (d) Contract 0 (e) In-house 0 (4) Construction Contract Award (5) Construction Start (6) Construction Completion * Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability. b. Equipment associated with this project provided from other appropriations: <table border="1"> <thead> <tr> <th>EQUIPMENT NOMENCLATURE</th> <th>PROCURING APPROPRIATION</th> <th>FISCAL YEAR APPROPRIATED OR REQUESTED</th> <th>COST (\$000)</th> </tr> </thead> <tbody> <tr> <td>COMMUNICATION EQUIPMENT</td> <td>3400</td> <td>2010</td> <td>9</td> </tr> <tr> <td>USER FURNISHINGS / EQUIPMENT</td> <td>3400</td> <td>2010</td> <td>40</td> </tr> </tbody> </table>				EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)	COMMUNICATION EQUIPMENT	3400	2010	9	USER FURNISHINGS / EQUIPMENT	3400	2010	40
EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)												
COMMUNICATION EQUIPMENT	3400	2010	9												
USER FURNISHINGS / EQUIPMENT	3400	2010	40												

1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE 11 Dec 09
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE PERSONNEL SUPPORT FACILITY		
5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  610-128	7. PROJECT NUMBER  FNWZ093012	8. PROJECT COST (\$000)  12,400	
9. COST ESTIMATES				
ITEM	U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITIES				8,504
PERSONNEL SUPPORT FAC	SM	2,681	3,141	( 8,421 )
ANTI-TERRORISM/FORCE PROTECTION	SM	2,681	31	( 83 )
SUPPORTING FACILITIES				2,742
UTILITIES	LS			( 582 )
SITE IMPROVEMENTS	LS			( 502 )
PAVEMENTS	LS			( 379 )
FIRE PROTECTION	LS			( 50 )
FORCE PROTECTION	LS			( 322 )
SPECIAL FOUNDATION	SM	1,453	72	( 105 )
DEMOLITION	SM	2,354	260	( 612 )
COMMUNICATION SUPPORT	LS			( 190 )
SUBTOTAL				11,246
CONTINGENCY (5.0%)				562
TOTAL CONTRACT COST				11,808
SUPERVISION, INSPECTION AND OVERHEAD (5.7%)				673
TOTAL REQUEST				12,482
TOTAL REQUEST (ROUNDED)				12,400
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				( 905.0 )
<p>10. Description of Proposed Construction: Site preparation and reinforced concrete drilled pier foundation with structural slab on grade. Masonry and structural steel superstructure, brick veneer with sloped-standing seam metal roof. All interior finishes, plumbing fixtures/equipment, mechanical systems, electrical equipment/distribution, communications systems, lighting systems and fire protection systems. Includes, access driveway, pavements for parking, facility maintenance and equipment slab, site utilities, site improvements with landscaping. Force protection measures shall be incorporated for a low level of protection to comply with DoD minimum antiterrorism/force protection standards. Exterior force protection measures include bollards and barriers to comply with 7BW barrier plan. Demolition and hazard abatement of one existing facility, and special foundation requirements due to expansive local soils are key factors in increased Supporting Facilities costs. Project includes demolition of one existing facility (2,354 SM). Air Conditioning: 100 Tons</p>				
<p>11. Requirement: 2681 SM Adequate: 4582 SM Substandard: 8953 SM</p> <p>PROJECT: Construct a single facility to consolidate three related personnel and support functions, including Military and Civilian Personnel, Manpower, and Mission Support Squadron. Demolishes one facility (2,354 SM). (CURRENT MISSION)</p> <p>REQUIREMENT: Consolidate key base support functions into one central location to provide one-stop shopping. The new Personnel Support Facility is to be located in a convenient geographical area consistent with the General Plan for Dyess Air Force Base next to the current Wing Headquarters and future Consolidated Support Facility. Demolition of one 1950s vintage, substandard facilities is also required to relocate organizations into a modern, cost effective, and energy efficient</p>				

1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE 11 Dec 09
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS			4. PROJECT TITLE PERSONNEL SUPPORT FACILITY	
5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  610-128	7. PROJECT NUMBER  FNWZ093012	8. PROJECT COST (\$000)  12,400	
<p>facility. A Personnel Support Facility is needed to improve operating procedures, reduce processing time and improve functional effectiveness. Force Protection to comply with minimum DoD standards.</p> <p>CURRENT SITUATION: Current deployment tempo leaves troops with precious little time at home station with family. Current support facilities require too much of this time to be consumed by an inefficient administrative bureaucracy. Key personnel support functions are scattered across the base, requiring personnel to make numerous stops to conduct essential business in substandard, poorly configured facilities. Existing personnel facility to be demolished was constructed in the 1950s as a dormitory. Facility is two story and lacks handicapped access provisions. Upgrades are not practical due to structural deterioration, inappropriate configuration, and the presence of asbestos, lead base paint, and other hazardous materials. Consolidation will annually save hundreds of man-hours for both customers and workforce staff, and \$30,000 in yearly maintenance and utility costs. Consolidation will also improve morale as efficient support functions are conducive to proficient mission operations.</p> <p>IMPACT IF NOT PROVIDED: Essential military and civilian personnel support functions will be forced to continue to operate in dispersed, substandard, high resource consuming facilities. Troop morale will continue to be negatively impacted by inefficient, waste-of-time administrative bureaucracy. Old facilities will have to be maintained at a high cost and the Air Force initiatives of consolidating functions and demolition of outdated buildings will not be reached.</p> <p>ADDITIONAL: This project meets the criteria/scope specified in Air Force Handbook 32-1084, 'Facility Requirement.' A preliminary analysis of reasonable options for accomplishing this project was done. It indicates new construction is the only option that will meet operational requirements. BCE: Lt Col Christopher G. Duffy, 325-696-2250. (Personnel Support Facility 2,681 SM = 28,858 SF.)</p> <p>JOINT USE CERTIFICATION: Mission requirements, operational considerations, and location are incompatible with use by other components.</p>				

1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE 11 Dec 09												
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE PERSONNEL SUPPORT FACILITY													
5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  610-128	7. PROJECT NUMBER  FNWZ093012	8. PROJECT COST (\$000)  12,400												
<p>12. SUPPLEMENTAL DATA:</p> <p>a. Estimated Design Data:</p> <p>(1) Status:</p> <p style="margin-left: 20px;">(a) Date Design Started</p> <p style="margin-left: 20px;">(b) Parametric Cost Estimates used to develop costs <span style="float: right;">YES</span></p> <p style="margin-left: 20px;">* (c) Percent Complete as of 01 JAN 2011</p> <p style="margin-left: 20px;">* (d) Date 35% Designed</p> <p style="margin-left: 20px;">(e) Date Design Complete</p> <p style="margin-left: 20px;">(f) Energy Study/Life-Cycle analysis was/will be performed <span style="float: right;">NO</span></p> <p>(2) Basis:</p> <p style="margin-left: 20px;">(a) Standard or Definitive Design - <span style="float: right;">NO</span></p> <p style="margin-left: 20px;">(b) Where Design Was Most Recently Used -</p> <p>(3) Total Cost (c) = (a) + (b) or (d) + (e): <span style="float: right;">(\$000)</span></p> <p style="margin-left: 20px;">(a) Production of Plans and Specifications <span style="float: right;">0</span></p> <p style="margin-left: 20px;">(b) All Other Design Costs <span style="float: right;">0</span></p> <p style="margin-left: 20px;">(c) Total <span style="float: right;">0</span></p> <p style="margin-left: 20px;">(d) Contract <span style="float: right;">0</span></p> <p style="margin-left: 20px;">(e) In-house <span style="float: right;">0</span></p> <p>(4) Construction Contract Award</p> <p>(5) Construction Start</p> <p>(6) Construction Completion</p> <p>* Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.</p> <p>b. Equipment associated with this project provided from other appropriations:</p> <table style="width: 100%; margin-top: 20px;"> <thead> <tr> <th style="text-align: left;">EQUIPMENT NOMENCLATURE</th> <th style="text-align: center;">PROCURING APPROPRIATION</th> <th style="text-align: center;">FISCAL YEAR APPROPRIATED OR REQUESTED</th> <th style="text-align: right;">COST (\$000)</th> </tr> </thead> <tbody> <tr> <td>COMMUNICATION EQUIPMENT</td> <td style="text-align: center;">3400</td> <td style="text-align: center;">2011</td> <td style="text-align: right;">105</td> </tr> <tr> <td>FURNISHINGS/EQUIPMENT</td> <td style="text-align: center;">3400</td> <td style="text-align: center;">2011</td> <td style="text-align: right;">800</td> </tr> </tbody> </table>				EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)	COMMUNICATION EQUIPMENT	3400	2011	105	FURNISHINGS/EQUIPMENT	3400	2011	800
EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)												
COMMUNICATION EQUIPMENT	3400	2011	105												
FURNISHINGS/EQUIPMENT	3400	2011	800												



1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE 11 Dec 09
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE DEPLOYMENT CONTROL CENTER		
5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  141-786	7. PROJECT NUMBER  FNWZ103004	8. PROJECT COST (\$000)  10,400	
9. COST ESTIMATES				
ITEM	U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITIES				7,370
DEPLOYMENT CONTROL CENTER	SM	3,200	2,281	( 7,299 )
FORCE PROTECTION	SM	3,200	22	( 70 )
SUPPORTING FACILITIES				2,012
UTILITIES	LS			( 331 )
SITE IMPROVEMENTS	LS			( 265 )
PAVEMENTS	LS			( 397 )
DEMOLITION	SM	2,164	254	( 551 )
FIRE PROTECTION	LS			( 100 )
SPECIAL FOUNDATION	SM	3,200	76	( 244 )
COMMUNICATION SUPPORT	LS			( 125 )
SUBTOTAL				9,382
CONTINGENCY (5.0%)				469
TOTAL CONTRACT COST				9,851
SUPERVISION, INSPECTION AND OVERHEAD (5.7%)				562
TOTAL REQUEST				10,413
TOTAL REQUEST (ROUNDED)				10,400
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				( 630.0 )
<p>10. Description of Proposed Construction: Reinforced concrete foundations on drilled piers, concrete floor slabs, structural steel frames, masonry walls, standing seam metal roofs, and associated fire protection, electrical, mechanical and communications systems. Utilities to include water, sanitary sewer, natural gas, electrical, and communications. Increased cost for Supporting Facilities include demolition of existing facilities, special foundation requirements due to expansive soils, and communication support that account for 45% of Supporting Facilities; costs. Comply with DoD minimum antiterrorism/force protection standards to include reinforced building structure, shatter-proof glazing, mass notification and 25 meter stand off vehicle parking. This project demolishes two facilities total 2,164 SM.</p> <p>Air Conditioning: 150 Tons</p>				
<p>11. Requirement: 3200 SM Adequate: 0 SM Substandard: 2164 SM</p> <p>PROJECT: Construct a Deployment Control Center (DCC) with administrative areas, space for personnel processing, mobility gear storage and covered cargo processing area. (CURRENT MISSION)</p> <p>REQUIREMENT: Adequate facilities are required for DCC operations, pre-deployment staging, storage capabilities for associated mobility gear and cargo processing.</p> <p>CURRENT SITUATION: The current Deployment Control Center is in a converted C-130 nose dock that is inadequate due to the layout of the facility. There is not enough room to process deploying personnel and secure staging areas are insufficient in size and configuration. The secure holding areas are too small to hold the number of people being processed for functions that regularly transport personnel to the base theatre for staging. The processing line is in a crowded area that makes processing with full mobility gear very difficult and time</p>				

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5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  141-786	7. PROJECT NUMBER  FNWZ103004	8. PROJECT COST (\$000)  10,400
<p>consuming. There are only two small restrooms (one male and one female) which are inadequate for the number of deployment personnel. Staff office space is crowded and dispersed, impeding efficient deployment operations. There is also no secure area to hold necessary classified information and operate SIPRNET (Secret Internet Protocol Routing Network) secured communication system. The mobility bag warehouse does not have a conveyor belt which is necessary for efficient bag issue. The cargo processing area is currently outdoors and troops are constantly subjected to the brutal Texas heat and sun which creates low troop morale due to heat stress and dehydration.</p> <p>IMPACT IF NOT PROVIDED: The continued use of substandard facilities creates a significantly higher potential for critical deployment processing errors and mission delays. Dyess AFB regularly deploys members from the 317th Airlift Group and 7th Bomb Wing, as well as performing regular exercises which are critical to the mission of Dyess.</p> <p>ADDITIONAL: This project meets the criteria/scope specified in Air Force Handbook 32-1084, Facility Requirements. A preliminary analysis of reasonable options for accomplishing this project (status quo, renovation, upgrade/removal, new construction) was done. It indicated there is only one option that will meet operational requirements. The 7th Civil Engineer Squadron Commander is Lt Col Christopher G. Duffy, and can be reached at (325)696-2250. Deployment Control Center: 3,200SM = 34,445 SF.</p> <p>JOINT USE CERTIFICATION: Mission requirements, operational considerations, and location are incompatible with use by other components.</p>			

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3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE DEPLOYMENT CONTROL CENTER													
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 141-786	7. PROJECT NUMBER FNWZ103004	8. PROJECT COST (\$000) 10,400												
12. SUPPLEMENTAL DATA: a. Estimated Design Data: (1) Status: (a) Date Design Started (b) Parametric Cost Estimates used to develop costs YES * (c) Percent Complete as of 01 JAN 2011 * (d) Date 35% Designed (e) Date Design Complete (f) Energy Study/Life-Cycle analysis was/will be performed NO  (2) Basis: (a) Standard or Definitive Design - NO (b) Where Design Was Most Recently Used -  (3) Total Cost (c) = (a) + (b) or (d) + (e): (\$000) (a) Production of Plans and Specifications 0 (b) All Other Design Costs 0 (c) Total 0 (d) Contract 0 (e) In-house 0  (4) Construction Contract Award  (5) Construction Start  (6) Construction Completion  * Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.  b. Equipment associated with this project provided from other appropriations:															
<table border="0"> <thead> <tr> <th>EQUIPMENT NOMENCLATURE</th> <th>PROCURING APPROPRIATION</th> <th>FISCAL YEAR APPROPRIATED OR REQUESTED</th> <th>COST (\$000)</th> </tr> </thead> <tbody> <tr> <td>COMMUNICATION EQUIPMENT</td> <td>3400</td> <td>2010</td> <td>100</td> </tr> <tr> <td>USER FURNISHINGS/STORAGE BINS</td> <td>3400</td> <td>2010</td> <td>530</td> </tr> </tbody> </table>				EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)	COMMUNICATION EQUIPMENT	3400	2010	100	USER FURNISHINGS/STORAGE BINS	3400	2010	530
EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)												
COMMUNICATION EQUIPMENT	3400	2010	100												
USER FURNISHINGS/STORAGE BINS	3400	2010	530												

1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE 11 Dec 09	
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS			4. PROJECT TITLE CONSOLIDATED SECURITY FORCES SQUADRON FACILITY		
5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  730-835	7. PROJECT NUMBER  FNWZ983001	8. PROJECT COST (\$000)  13,400		
9. COST ESTIMATES					
ITEM		U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITIES					9,397
SF OPERATIONS		SM	2,462	2,691	( 6,625 )
SFS WAREHOUSE		SM	2,044	1,266	( 2,588 )
SDD & EPACT 05 (LEED)		LS			( 184 )
SUPPORTING FACILITIES					2,608
UTILITIES		LS			( 754 )
PAVEMENTS		LS			( 193 )
SITE IMPROVEMENTS		LS			( 146 )
FIRE PROTECTION		LS			( 49 )
SPECIAL FOUNDATION		SM	4,506	78	( 351 )
FORCE PROTECTION		LS			( 122 )
DEMOLITION		SM	2,555	260	( 665 )
ABATEMENT HAZARDOUS MATERIALS		LS			( 267 )
COMMUNICATIONS SUPPORT		LS			( 61 )
SUBTOTAL					12,005
CONTINGENCY (5.0%)					600
TOTAL CONTRACT COST					12,606
SUPERVISION, INSPECTION AND OVERHEAD (5.7%)					719
TOTAL REQUEST					13,324
TOTAL REQUEST (ROUNDED)					13,400
10. Description of Proposed Construction: Construct consolidated SFS facility. Includes concrete foundation and floors, structural masonry walls, steel roof framing, standing seam metal roof, and brick veneer. An armory, including a security alarm system and specially structured floor, walls, and roof, is also needed. Emergency power is included for Central Security Control. Site work includes utilities, landscaping, concrete curb and gutter, and bituminous pavements. Air Conditioning: 100 Tons					
11. Requirement: 4506 SM Adequate: 0 SM Substandard: 4506 SM PROJECT: Construct Consolidated Security Forces Facility (CURRENT MISSION). REQUIREMENT: Construct Consolidated Security Forces Facility with Commander and Commander's Staff offices, investigations section, evidence storage, investigation/interview room, training section, quality control section, scheduling section and indoor maintenance stalls for first echelon SF vehicles, detention cells, resource protection, combat training facilities, arms vault, supply and mobility area, operations and command sections, admin space, janitorial services, base protection, and mobility missions. Adequate space for storage of War Readiness Materials, mobility equipment, an armory for storage and issue of weapons and ammunition as well as operations, support and administrative space for the 70 staff support personnel, crime prevention, training, investigation, confinement, weapons storage and handling, storage, vehicle maintenance environment, and traffic control devices. Provide water, sewer, electrical and communications service.					

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5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  730-835	7. PROJECT NUMBER  FNWZ983001	8. PROJECT COST (\$000)  13,400	
<p>Construct access roads, walkways, and adequate parking, air base defense, confinement operations, squadron supply and may contain the pass and identification function. Security Forces Operations facilities are frequently visited by active duty personnel, dependents, and high ranking government officials. To provide adequate space for control elements, law enforcement, resource protection functions, force protection functions, personnel security reports and analysis, and all security forces training. Storage space is also required for an emergency response trailer, two radar trailers, and other traffic management equipment. Comply with DoD interim minimum force protection construction standard, encompass administration space, customer support, armory (storage, issue and repair), consolidated dispatch (911) center/Base Defense Operations Center, law enforcement desk, battle staff room, guard mount room, armory, weapons cleaning room, issue/turn-in room, locker rooms, warehouse space, conference room, and lobby area.</p> <p>CURRENT SITUATION: SF functions are conducted from separate facilities spread across the base, making effective control and coordination of functions very difficult and increases time required for emergency responses. Existing facilities do not contain a properly configured 911 call center, detention cells, training rooms, weapons vault, or evidence room. Security Forces currently occupy a 55 year old former dining facility which was renovated in the 1990s. With the increase in Security Forces manpower since 11 Sep 01 these facilities are overwhelmed and grossly inadequate for mission accomplishment. The armory is too small, there is no vehicle maintenance or storage and mobility equipment is stored in a warehouse two miles away. Additionally, the mobility warehouse lacks environmental controls and other mechanical systems required for daily operations. Training, assembly and weapons issue areas are inadequate to accommodate any surge/increase of unit mission. Confinement/holding cells are non-existent. Administrative and customer service areas are so close that subjects and their victims and/or witnesses could potentially encounter each other. The existing interview room currently doubles as an intoxication/observation room and also serves as the only available space for a much needed SIPRNET room. Personnel waste valuable time traveling between remote buildings hindering mission capabilities. The dispersal of functions also creates problems for all base personnel and the general public seeking service because law enforcement, pass and registration, and management security functions are all in separate buildings. These facilities are deteriorating and have become economically inefficient to repair and maintain. Continued aging and deterioration further taxes limited repair and maintenance funds and adversely impacts the SF operations mission. The facility does not meet current AT/FP 'standoff' requirements. None of the SF facilities are handicap equipped.</p> <p>IMPACT IF NOT PROVIDED: The base will continue to spend scarce O&amp;M dollars by operating in inefficient facilities. The Security Forces Squadron will continue to need/use Operational Risk Management while in non-compliance with security policy. Vehicles and personnel will remain dispersed at various facilities in order to alleviate vulnerabilities and overcrowded conditions. Lack of detention cells will continue to burden security forces with excessive transportation of confined personnel to and from off-base facilities. Our troops will not receive the best possible training before being deployed, which they need to enhance our national security. Daily operations will continue to be hindered and costly work-arounds will remain in effect to accomplish the mission. Productivity, efficiency, effectiveness, and quality of life are negatively impacted by not having an adequate facility to meet mission needs or subsequent mission increases. The current facility will continue to be overcrowded due to available space, training functions will continue to be limited, and office space will continue to have double and triple occupancy loads. The unit's ability to support projected manpower increases and Aerospace Expeditionary Forces requirements with properly trained and equipped unit type codes will be degraded. Law enforcement coordination efforts</p>				



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5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  730-835	7. PROJECT NUMBER  FNWZ983001	8. PROJECT COST (\$000)  13,400	
<p>will be hampered by multiple, scattered facilities. Security Forces command and control will continue to be fractured and unity of command endangered. Support for the combatant command commanders requires the centralized management afforded by a single facility. Man-hours lost to indirect production will increase as squadron manning grows, "esprit de corps" will decline and retention may suffer. Visitors to the unit are forced to wait in hallways, and criminal suspects cannot be adequately separated from witnesses, causing a potential failure of investigations. Security of war readiness materials are at risk by lack of control.</p> <p>ADDITIONAL: This project meets the criteria/scope specified in Air Force Handbook 32-1084, Facility Requirements. Sustainable principles will be integrated into the design, development, and construction of the project in accordance with Executive Order 12423 and other applicable laws and Executive Orders. The 7th Civil Engineer Squadron Commander is Lt Col Christopher G. Duffy, and he can be reached at (325) 696-2250. Consolidated Security Forces Facility: 4,506 SM = 48,502 SF.</p> <p>In addition, a separate dog kennel facility with support building, exercise yard, and training area are required for proper working dog handling. The facility should have sleeping quarters for 50% of the units manpower to facility manning in increased FPCONS, the facility should have shower facilities and indoor exercise area to contain cardio equipment, machine weights, free weights, and group exercise.</p> <p>JOINT USE CERTIFICATION: Mission requirements, operational considerations, and location are incompatible with use by other components.</p>				

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3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE CONSOLIDATED SECURITY FORCES SQUADRON FACILITY	
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 730-835	7. PROJECT NUMBER FNWZ983001	8. PROJECT COST (\$000) 13,400
12. SUPPLEMENTAL DATA: a. Estimated Design Data: (1) Status: (a) Date Design Started (b) Parametric Cost Estimates used to develop costs YES * (c) Percent Complete as of 01 JAN 2011 * (d) Date 35% Designed (e) Date Design Complete (f) Energy Study/Life-Cycle analysis was/will be performed NO (2) Basis: (a) Standard or Definitive Design - NO (b) Where Design Was Most Recently Used - (3) Total Cost (c) = (a) + (b) or (d) + (e): (\$000) (a) Production of Plans and Specifications 0 (b) All Other Design Costs 0 (c) Total 0 (d) Contract 0 (e) In-house 0 (4) Construction Contract Award (5) Construction Start (6) Construction Completion * Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability. b. Equipment associated with this project provided from other appropriations: N/A			

1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE 04/08/2010
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE ENLISTED DORMITORY		
5. PROGRAM ELEMENT  27576	6. CATEGORY CODE  721-312	7. PROJECT NUMBER  FNWZ033005	8. PROJECT COST (\$000)  19,500	
9. COST ESTIMATES				
ITEM	U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITY				12,014
ENLISTED DORMITORY	SM	4,749	2,480	( 11,778 )
SDD AND EPACT05	LS			( 236 )
SUPPORTING FACILITIES				5,736
PAVEMENTS	LS			( 1,503 )
SITE IMPROVEMENTS	LS			( 564 )
UTILITIES	LS			( 814 )
DEMOLITION	SM	5,232	323	( 1,689 )
SPECIAL FOUNDATION	LS			( 190 )
COMMUNICATIONS SUPPORT	LS			( 376 )
PASSIVE FORCE PROTECTION	LS			( 600 )
SUBTOTAL				17,750
CONTINGENCY (5.0%)				887
TOTAL CONTRACT COST				18,637
SUPERVISION, INSPECTION AND OVERHEAD (5.7%)				1,062
TOTAL REQUEST				19,700
TOTAL REQUEST (ROUNDED)				19,500
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				( 1,300.0 )
<p>10. Description of Proposed Construction: Construction to include site preparation and steel reinforced concrete foundation. Masonry and structural steel superstructure with standing seam metal roof. Includes parking areas, utilities, site improvements, fire protection, communications, and landscaping. Force protection to include structural reinforcement of exterior walls and windows. Demolition of existing facilities included (5,232 SM).</p> <p>Air Conditioning: 375 Tons</p>				
<p>11. Requirement: 741 RM Adequate: 744 RM Substandard: 0 RM</p> <p>PROJECT: Construct a 144-person dormitory (Current Mission)</p> <p>REQUIREMENT: According to the 2008 Dormitory Master Plan (DMP) Condition Assessment Survey, Dyess AFB has a requirement to provide 741 rooms for unaccompanied enlisted personnel. Force protection to comply with minimum DoD standards.</p> <p>CURRENT SITUATION: Dyess AFB has 11 permanent party enlisted dormitory facilities with a capacity of 744 rooms. AFI 32-6005 mandates that dorm space should be available for all airmen E-4 and below of which Dyess has sufficient number of rooms, but original dorms were constructed in mid-1950's and one of the 11 was assessed as a Tier 2 dorm during the 2008 DMP and identified for replacement with a new modern dorm for airman configuration.</p> <p>IMPACT IF NOT PROVIDED: Airman will not be afforded the entitlements due them under modern airman dorm standards. This in turn will lead to a reduced troop morale and consequently lessen mission readiness of which Dyess with its B1-B and C-130 missions are on the forefront of the war fighting operations. Modern dormitories provide a level of emotional and financial stability that many airmen need and as such will advance the installation's vision to develop innovative and</p>				

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5. PROGRAM ELEMENT  27576	6. CATEGORY CODE  721-312	7. PROJECT NUMBER  FNWZ033005	8. PROJECT COST (\$000)  19,500	
<p>motivated airman so to be mission ready to fly and fix aircraft, deploy, and operate safely on and off duty.</p> <p>ADDITIONAL: This project meets the criteria/scope specified in Air Force Handbook 32-1084, Facility Requirements. A preliminary analysis of reasonable options for accomplishing this project (status quo, renovation, upgrade/removal, new construction) indicates there is only one option that will meet operational requirements; new construction. A Certificate of Exception has been prepared. Sustainable principles, to include Life Cycle cost-effective practices, will be integrated into the design, development and construction of this project in accordance with Executive Order 13423, 10 USC 2802 (c) and other applicable laws and Executive Orders. The 7th Civil Engineer Squadron Commander is Lt Col Christopher G. Duffy, and can be reached at (325) 696-2250. Enlisted Dormitory: 4,749 SM = 51,120 SF.</p> <p>JOINT USE CERTIFICATION: Mission requirements, operational considerations, and location are incompatible with use by other components.</p>				

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3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE ENLISTED DORMITORY													
5. PROGRAM ELEMENT 27576	6. CATEGORY CODE 721-312	7. PROJECT NUMBER FNWZ033005	8. PROJECT COST (\$000) 19,500												
12. SUPPLEMENTAL DATA: a. Estimated Design Data: (1) Status: (a) Date Design Started (b) Parametric Cost Estimates used to develop costs YES * (c) Percent Complete as of 01 JAN 2011 * (d) Date 35% Designed (e) Date Design Complete (f) Energy Study/Life-Cycle analysis was/will be performed NO  (2) Basis: (a) Standard or Definitive Design - NO (b) Where Design Was Most Recently Used -  (3) Total Cost (c) = (a) + (b) or (d) + (e): (\$000) (a) Production of Plans and Specifications 0 (b) All Other Design Costs 0 (c) Total 0 (d) Contract 0 (e) In-house 0  (4) Construction Contract Award  (5) Construction Start  (6) Construction Completion  * Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.  b. Equipment associated with this project provided from other appropriations:															
<table> <thead> <tr> <th>EQUIPMENT NOMENCLATURE</th> <th>PROCURING APPROPRIATION</th> <th>FISCAL YEAR APPROPRIATED OR REQUESTED</th> <th>COST (\$000)</th> </tr> </thead> <tbody> <tr> <td>COMMUNICATION EQUIPMENT</td> <td>3400</td> <td>2013</td> <td>500</td> </tr> <tr> <td>FURNISHINGS/SUPPORT EQUIPMENT</td> <td>3400</td> <td>2013</td> <td>800</td> </tr> </tbody> </table>				EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)	COMMUNICATION EQUIPMENT	3400	2013	500	FURNISHINGS/SUPPORT EQUIPMENT	3400	2013	800
EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)												
COMMUNICATION EQUIPMENT	3400	2013	500												
FURNISHINGS/SUPPORT EQUIPMENT	3400	2013	800												



1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE 11 Dec 09
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS			4. PROJECT TITLE MISSION OPERATIONS CENTER	
5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  610-243	7. PROJECT NUMBER  FNWZ053002	8. PROJECT COST (\$000)  12,600	
9. COST ESTIMATES				
ITEM	U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITY				6,196
MISSION OPERATIONS CENTER	SM	2,624	2,315	( 6,075 )
SDD & EPACT 05	SM	2,624	46	( 121 )
SUPPORTING FACILITIES				5,123
UTILITIES	LS			( 1,255 )
SITE IMPROVEMENTS	LS			( 608 )
PAVEMENTS	LS			( 485 )
FIRE PROTECTION	LS			( 288 )
PASSIVE FORCE PROTECTION	LS			( 551 )
SPECIAL FOUNDATION	SM	1,575	75	( 118 )
DEMOLITION	SM	2,443	269	( 658 )
COMMUNICATION SUPPORT	LS			( 1,160 )
SUBTOTAL				11,319
CONTINGENCY (5.0%)				566
TOTAL CONTRACT COST				11,885
SUPERVISION, INSPECTION AND OVERHEAD (5.7%)				677
TOTAL REQUEST				12,563
TOTAL REQUEST (ROUNDED)				12,600 )
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				( 1,720
<p>10. Description of Proposed Construction: Site preparation, reinforced concrete drilled pier foundation, structural slab on grade, structure of masonry and steel with brick veneer, standing seam metal roof, utilities, communication support, fire detection/protection systems, access road, parking, sidewalks, site improvements, landscaping, passive force protection measures which includes bollards and barriers to comply with base barrier plan and the DoD minimum antiterrorism standards, relocation of service communication lines that cross the facility site, asbestos abatement and demolition (2,443 SM). Special foundation requirements due to expansive soils and extensive site communication work are key factors that collectively result in increased supporting facilities costs. This project will comply with DoD antiterrorism/force protection requirements per Unified Facilities Criteria.</p> <p>Air Conditioning: 100 Tons</p>				
<p>11. Requirement: 2624 SM Adequate: 0 SM Substandard: 3594 SM</p> <p><u>PROJECT:</u> Construct a Mission Operations Center. (CURRENT MISSION)</p> <p><u>REQUIREMENT:</u> Adequate and efficient facilities are required to meet the Air Force goal to significantly reduce operating expenses over the next several years while continuing to effectively support the mission, including the high deployment tempos dictated by the Global War on Terrorism. Replacement of aged high maintenance, energy intensive facilities with new, efficient, and appropriately configured facilities is crucial to accomplishing this goal. This project reduces our physical plant by demolishing more square footage than it replaces and also sets into motion a series of domino moves that will allow greater physical plant</p>				

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5. PROGRAM ELEMENT  27596	6. CATEGORY CODE  610-243	7. PROJECT NUMBER  FNWZ053002	8. PROJECT COST (\$000)  12,600	
<p>reductions in future projects. Many of the functions that will be consolidated in this facility are currently housed in larger multi-function facilities that will require follow-on projects before they can be completely vacated and demolished. Replacement facilities will operate at less than 70% of the utility costs and 10% of the maintenance costs of those they are replacing. Projected annual savings in maintenance and utility costs from this project alone exceed \$140,000. In addition, the operational efficiencies gained by consolidating these related functions are projected to save more than 4,000 man-hours for 15,000 multi-office customer visits annually.</p> <p><u>CURRENT SITUATION:</u> Existing facilities were constructed in the 1950's for functions other than they now house. Mission Support Group command section is in an old fire station, Services Flight administration is in an old visitor's lodging facility, Military Equal Opportunity and Air Force Audit Agency are located in converted dormitories. These facilities are energy and maintenance intensive, non-compliant with current life safety codes, lack handicapped access provisions mandated by the ADA, and are inadequately configured for their current use. Upgrades are not practical due to structural deterioration, configuration constraints, and the presence of asbestos, lead base paint, and other hazardous materials. The unsuitable configurations of these facilities, in conjunction with their dispersed locations are not conducive to efficient operations. The current deployment tempos leave troops with little time at home station and existing facilities cause much of this time to be consumed by an inefficient administrative bureaucracy.</p> <p><u>IMPACT IF NOT PROVIDED:</u> Minimal resources will be available to continue the maintenance on the aged facilities that are energy inefficient. Without this and similar facility modernization and consolidation projects, the Air Force will be unable to significantly reduce its physical plant and associated operating expenses.</p> <p><u>ADDITIONAL:</u> This project meets the criteria/scope specified in Air Force Handbook 32-1084, "Facility Requirements." A preliminary analysis of reasonable options for accomplishing this project was done. It indicates new construction is the only option that will meet operational requirements. A certificate of exception will be prepared. Sustainable principles will be integrated into the design, development, and construction of the project in accordance with Executive Order 12423 and other applicable laws and Executive orders. Base Civil Engineer: Lt Col Christopher G. Duffy, 325-696-2250: (Mission Operations Center: 2,624 = 28,245 SF).</p> <p><u>JOINT USE CERTIFICATION:</u> Mission requirements, operational considerations, and location are incompatible with use by other components.</p>				

1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)		2. DATE 11 Dec 09												
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE MISSION OPERATIONS CENTER													
5. PROGRAM ELEMENT 27596	6. CATEGORY CODE 610-243	7. PROJECT NUMBER FNWZ053002	8. PROJECT COST (\$000) 12,600												
12. SUPPLEMENTAL DATA: a. Estimated Design Data: (1) Project to be accomplished by design-build procedures (2) Basis: (a) Standard or Definitive Design - NO (b) Where Design Was Most Recently Used - (3) All Other Design Costs 0 (4) Construction Contract Award (5) Construction Start (6) Construction Completion (7) Energy Study/Life-Cycle analysis was/will be performed NO b. Equipment associated with this project provided from other appropriations: <table border="1"> <thead> <tr> <th>EQUIPMENT NOMENCLATURE</th> <th>PROCURING APPROPRIATION</th> <th>FISCAL YEAR APPROPRIATED OR REQUESTED</th> <th>COST (\$000)</th> </tr> </thead> <tbody> <tr> <td>COMM EQUIP</td> <td>3400</td> <td>2012</td> <td>220</td> </tr> <tr> <td>SUPPORT EQUIPMENT/FURN.</td> <td>3400</td> <td>2012</td> <td>1,500</td> </tr> </tbody> </table>				EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)	COMM EQUIP	3400	2012	220	SUPPORT EQUIPMENT/FURN.	3400	2012	1,500
EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)												
COMM EQUIP	3400	2012	220												
SUPPORT EQUIPMENT/FURN.	3400	2012	1,500												

1. COMPONENT AIR FORCE	FY 2011 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE 2009/12/04
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE C-130 GROUP HEADQUARTERS/OSS		
5. PROGRAM ELEMENT  41976	6. CATEGORY CODE  610-243	7. PROJECT NUMBER  FNWZ063006	8. PROJECT COST (\$000)  9,800	
9. COST ESTIMATES				
ITEM	U/M	QUANTITY	UNIT COST	COST (\$000)
GROUP HEADQUARTERS				5,727
C-130 GROUP HEADQUARTERS / OSS	SM	1,990	2,764	( 5,500 )
SDD & EPACT05	SM	1,990	55	( 110 )
AT/FP MEASURES	SM	1,990	59	( 117 )
SUPPORTING FACILITIES				3,086
DEMOLITION FACILITY	SM	1,259	220	( 277 )
DEMOLITION SITE	SM	3,329	14	( 45 )
SITE WORK & IMPROVEMENTS	SM	16,188	25	( 400 )
CIVIL/ARCHITECTURAL	LS			( 107 )
PAVEMENTS	SM	5,845	58	( 341 )
MECHANICAL	M	494	432	( 214 )
ELECTRICAL	M	508	1,013	( 514 )
COMMUNICATION	M	1,350	700	( 945 )
FIRE PROTECTION	M	61	1,999	( 122 )
SPECIAL FOUNDATION	SM	1,990	35	( 70 )
PASSIVE FORCE PROTECTION MEASURES	EA	6	8,516	( 51 )
SUBTOTAL				8,814
CONTINGENCY (5.0%)				441
TOTAL CONTRACT COST				9,254
SUPERVISION, INSPECTION AND OVERHEAD (5.7%)				528
TOTAL REQUEST				9,782
TOTAL REQUEST (ROUNDED)				9,800
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				( 402.0 )
10. Description of Proposed Construction: Site preparation and reinforced concrete drilled pier foundation with structural slab on grade. Masonry and structural steel superstructure, brick veneer with sloped-standing seam metal roof. All interior finishes, plumbing fixtures/equipment, mechanical systems, electrical equipment/distribution, communications systems, lighting systems, and fire protection systems. Includes, access driveway, pavements for parking, facility maintenance and equipment slab, site utilities, site improvements with landscaping. Force protection measures shall be incorporated for a low level of protection to include structural reinforcing of exterior walls and roof, laminated glass in windows, and mass notification security system. Demolition of existing facility (1,259 SM). Air Conditioning: 80 Tons				
11. Requirement: 1990 SM Adequate: 0 SM Substandard: 1639 SM PROJECT: Construct 317th Airlift Group Headquarters and Operations Support Squadron (OSS) facility. (CURRENT MISSION)				

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3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS			4. PROJECT TITLE C-130 GROUP HEADQUARTERS/OSS	
5. PROGRAM ELEMENT  41976	6. CATEGORY CODE  610-243	7. PROJECT NUMBER  FNWZ063006	8. PROJECT COST (\$000)  9,800	
<p>REQUIREMENT: The 317th Airlift Group (AG) headquarters personnel and 317th Operational Support Squadron (OSS) require ample and sufficient administrative space to perform their assigned duties to carry out the 317 AG mission. Primary Aircraft Authorization (PAA) is 29 C-130 aircraft for the 317 AG. All Group level administrative and support functions should functionally operate within the same headquarters facility.</p> <p>CURRENT SITUATION: The 317 AG command operations and 317 OSS unit operate out of separate facilities of which is not functionally sound for efficient and cohesive operations. The existing facilities are undersized for the personnel and the current headquarter building was constructed in 1955 and is an energy hog costing the government twice the utilities as expected for a conventional facility of its size. Additionally, the two story facility does not comply with Americans with Disabilities Act and upgrades to ADA standards are not suitable or feasible given the age and building configuration, and has noted life safety and security deficiencies that are not economical to upgrade given the construction of the aged facility. This new facility would combine associated 317 AG and 317 OSS functions under one roof. Working out of separate facilities is inefficient and requires constant mission work arounds resulting in duplication of similar administrative requirements and scarce resources.</p> <p>IMPACT IF NOT PROVIDED: Personnel will continue to operate inefficiently in undersized and physically separated buildings, and within facilities which are energy hogs, costing the government in loss of productivity and increased utilities. Essential functions will continue to require additional work arounds due to separation of key functional expertise, which degrades overall mission performance. Duplication of critical mission resources will continue with segregated administrative functions.</p> <p>ADDITIONAL: This project meets the criteria/scope specified in Air Force Handbook 32-1084, "Facility Requirement." A preliminary analysis of reasonable options for accomplishing this project was done. It indicates new construction is the only option that will meet operational requirements. Sustainable principles will be integrated into the design, development, and construction of the project in accordance with Executive Order 12423 and other applicable laws and Executive orders.</p> <p>BASE CIVIL ENGINEER: Duffy</p> <p>JOINT USE CERTIFICATION: Mission requirements, operational considerations, and location are incompatible with use by other components.</p>				



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3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE C-130 GROUP HEADQUARTERS/OSS													
5. PROGRAM ELEMENT 41976	6. CATEGORY CODE 610-243	7. PROJECT NUMBER FNWZ063006	8. PROJECT COST (\$000) 9,800												
12. SUPPLEMENTAL DATA: a. Estimated Design Data: (1) Status: (a) Date Design Started (b) Parametric Cost Estimates used to develop costs YES * (c) Percent Complete as of 01 JAN 2010 * (d) Date 35% Designed (e) Date Design Complete (f) Energy Study/Life-Cycle analysis was/will be performed NO  (2) Basis: (a) Standard or Definitive Design - NO (b) Where Design Was Most Recently Used -  (3) Total Cost (c) = (a) + (b) or (d) + (e): (\$000) (a) Production of Plans and Specifications 0 (b) All Other Design Costs 0 (c) Total 0 (d) Contract 0 (e) In-house 0  (4) Construction Contract Award  (5) Construction Start  (6) Construction Completion  * Indicates completion of Project Definition with Parametric Cost Estimate which is comparable to traditional 35% design to ensure valid scope, cost and executability.  b. Equipment associated with this project provided from other appropriations:															
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EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)												
COMMUNICATION SUPPORT	3400	2013	85												
SUPPORT EQUIPMENT	3400	2013	317												

1. COMPONENT AIR FORCE	FY 2012 MILITARY CONSTRUCTION PROJECT DATA (computer generated)			2. DATE 2009/12/11
3. INSTALLATION AND LOCATION DYESS AIR FORCE BASE, TEXAS		4. PROJECT TITLE ADD/ALTER NETWORK CONTROL CENTER		
5. PROGRAM ELEMENT  27576	6. CATEGORY CODE  131-111	7. PROJECT NUMBER  FNWZ093011	8. PROJECT COST (\$000)  8,900	
9. COST ESTIMATES				
ITEM	U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITIES				5,801
NETWORK CONTROL CENTER ADDITION	SM	1,392	3,348	( 4,660 )
NETWORK CONTROL CENTER ALTERATION	SM	438	2,344	( 1,027 )
SDD & EPACT 05	SM	1,830	62	( 114 )
SUPPORTING FACILITIES				2,239
UTILITIES	LS			( 351 )
SITE IMPROVEMENTS	LS			( 58 )
PAVEMENTS	LS			( 361 )
FIRE PROTECTION SITEWORK	LS			( 44 )
SPECIAL FOUNDATION	SM	1,392	78	( 108 )
FORCE PROTECTION	LS			( 92 )
NETWORK FACILITY	SM	21	3,156	( 66 )
DEMOLITION	SM	1,315	265	( 349 )
COMMUNICATION SITE SUPPORT	LS			( 810 )
SUBTOTAL				8,040
CONTINGENCY (5.0%)				402
TOTAL CONTRACT COST				8,442
SUPERVISION, INSPECTION AND OVERHEAD (5.7%)				481
TOTAL REQUEST				8,923
TOTAL REQUEST (ROUNDED)				8,900 )
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)				( 380
10. Description of Proposed Construction: Reinforced concrete foundation floor slabs, masonry walls with brick veneer, steel frame, built-up roofing, lighted parking, landscaping, back-up power, fire detection/protection, utilities, pavements, extensive relocation of site communication utilities, special foundation due to local expansive soil conditions, special electrical requirements for data processing functions, demolition of one facility (1,315 SM). Construction to comply with DoD Antiterrorism/Force Protection requirements per Unified Facilities Criteria. Air Conditioning: 80 Tons				
11. Requirement: 5949 SM Adequate: 1288 SM Substandard: 3269 SM PROJECT: Addition to and Alter Network Control Center. (Current Mission) REQUIREMENT: Efficient and reliable data automation and communication systems are essential for processing of both personnel and supplies in support of the Global War on Terrorism. These systems require suitable environments for both the equipment and people that operate within it. To accomplish these goals, a facility of sufficient size, configuration, and utility services is needed to gather base information systems functions into a single consolidated center. Ample utilities including emergency back-up services are required to maintain reliable communication operations. Consolidated facility to have both operations and administrative functions to include network control center, communication security, small computers, and plans and programs, maintenance of computers, radios, and				

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5. PROGRAM ELEMENT  27576	6. CATEGORY CODE  131-111	7. PROJECT NUMBER  FNWZ093011	8. PROJECT COST (\$000)  8,900	
<p>radar, training, and commander staff.</p> <p><b>CURRENT SITUATION:</b> Key information system elements are dispersed in multiple facilities impeding operational coherency among related functions. Personnel often have to travel across the base to accomplish simple administrative tasks because the related functions are located in different buildings. The existing Network Control Center data automation room is a hodge-podge of utilities, computer equipment, and workstations as current requirements have outpaced building floor space and infrastructure. Inadequate cooling capacity has led to overheating and automatic shutdown of data processing equipment no less than twice a month during peak summer heat conditions. One shutdown can result in up to 18,000 lost man-hours with 4500 users connected to the local network. The many electrical circuit add-ons are a source of intermittent power fluctuations disrupting operation of sensitive electronic equipment used to store, process, and communicate critical information. Operator's workstations are located within the same room as the data processors subjecting the staff to frigid work conditions that is both a distraction and health issue to operators performing critical tasks that require alertness and watchful concentration. The Communication Squadron currently operates out of 5 separate outdated facilities that decreases operational efficiencies and increases overall costs to run the facilities and manage personnel. A converted dining hall currently serves as the Squadron's administrative and operational offices. The facility is poorly configured and inadequate in size for efficient use. Squadron personnel are fragmented across the base decreasing operational awareness and control. A consolidated facility with adequate space and resources is needed to expand effectiveness and mission capabilities.</p> <p><b>IMPACT IF NOT PROVIDED:</b> Severe disruptions to the base communication systems are certain as information requirements exceed the available supporting infrastructure. Network servers will continue to encounter shutdowns impairing the base's capability of maneuvering during an emergency. Personnel will continue to travel across base to complete essential business within the unit, and the potential to reduce operating costs cannot be achieved. Command and control cannot be properly obtained within a fragmented operation. In effect, the mission readiness is impeded under the current operating arrangement, and increased workload capacity and improved customer service will not be attained.</p> <p><b>ADDITIONAL:</b> This project meets the criteria/scope specified in Air Force Handbook 32-1084, "Facility Requirements." A preliminary analysis of reasonable options for accomplishing this project was done. It indicates new construction is the only option that will meet operational requirements. A certificate of exception will be prepared. Sustainable principles will be integrated into the design, development, and construction of the project in accordance with Executive Order 12423 and other applicable laws and Executive orders. Base Civil Engineer: Lt Col Christopher G. Duffy, 325-696-2250. (ADAL Network Control Center: Add 1,392 SM = 14,983 SF; Alter 438 SM = 4,715 SF.)</p> <p><b>JOINT USE CERTIFICATION:</b> Mission requirements, operational considerations, and location are incompatible with use by other components.</p>				

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5. PROGRAM ELEMENT 27576	6. CATEGORY CODE 131-111	7. PROJECT NUMBER FNWZ093011	8. PROJECT COST (\$000) 8,900
12. SUPPLEMENTAL DATA: a. Estimated Design Data: (1) Project to be accomplished by design-build procedures (2) Basis: (a) Standard or Definitive Design - NO (b) Where Design Was Most Recently Used - (3) All Other Design Costs 0 (4) Construction Contract Award (5) Construction Start (6) Construction Completion (7) Energy Study/Life-Cycle analysis was/will be performed NO b. Equipment associated with this project provided from other appropriations:			
EQUIPMENT NOMENCLATURE	PROCURING APPROPRIATION	FISCAL YEAR APPROPRIATED OR REQUESTED	COST (\$000)
COMMUNICATION EQUIPMENT	3400	2013	80
SUPPORT EQUIPMENT/FURN.	3400	2013	300





<b>REQUEST FOR ENVIRONMENTAL IMPACT ANALYSIS</b>			Report Control Symbol RCS:			
INSTRUCTIONS: <i>Section I to be completed by Proponent; Sections II and III to be completed by Environmental Planning Function. Continue on separate sheets as necessary. Reference appropriate item number(s).</i>						
<b>SECTION I - PROPONENT INFORMATION</b>						
1. TO (Environmental Planning Function)		2. FROM (Proponent organization and functional address symbol)			2a. TELEPHONE NO.	
3. TITLE OF PROPOSED ACTION						
4. PURPOSE AND NEED FOR ACTION (Identify decision to be made and need date)						
5. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES (DOPAA) (Provide sufficient details for evaluation of the total action.)						
6. PROPONENT APPROVAL (Name and Grade)		6a. SIGNATURE			6b. DATE	
<b>SECTION II - PRELIMINARY ENVIRONMENTAL SURVEY.</b> (Check appropriate box and describe potential environmental effects including cumulative effects.) (+ = positive effect; 0 = no effect; - = adverse effect; U= unknown effect)					+	0
7. AIR INSTALLATION COMPATIBLE USE ZONE/LAND USE (Noise, accident potential, encroachment, etc.)					<input type="checkbox"/>	<input type="checkbox"/>
8. AIR QUALITY (Emissions, attainment status, state implementation plan, etc.)					<input type="checkbox"/>	<input type="checkbox"/>
9. WATER RESOURCES (Quality, quantity, source, etc.)					<input type="checkbox"/>	<input type="checkbox"/>
10. SAFETY AND OCCUPATIONAL HEALTH (Asbestos/radiation/chemical exposure, explosives safety quantity-distance, bird/wildlife aircraft hazard, etc.)					<input type="checkbox"/>	<input type="checkbox"/>
11. HAZARDOUS MATERIALS/WASTE (Use/storage/generation, solid waste, etc.)					<input type="checkbox"/>	<input type="checkbox"/>
12. BIOLOGICAL RESOURCES (Wetlands/floodplains, threatened or endangered species, etc.)					<input type="checkbox"/>	<input type="checkbox"/>
13. CULTURAL RESOURCES (Native American burial sites, archaeological, historical, etc.)					<input type="checkbox"/>	<input type="checkbox"/>
14. GEOLOGY AND SOILS (Topography, minerals, geothermal, Installation Restoration Program, seismicity, etc.)					<input type="checkbox"/>	<input type="checkbox"/>
15. SOCIOECONOMIC (Employment/population projections, school and local fiscal impacts, etc.)					<input type="checkbox"/>	<input type="checkbox"/>
16. OTHER (Potential impacts not addressed above.)					<input type="checkbox"/>	<input type="checkbox"/>
<b>SECTION III - ENVIRONMENTAL ANALYSIS DETERMINATION</b>						
17. <input type="checkbox"/> PROPOSED ACTION QUALIFIES FOR CATEGORICAL EXCLUSION (CATEX) # _____ ; OR <input type="checkbox"/> PROPOSED ACTION DOES NOT QUALIFY FOR A CATEX; FURTHER ENVIRONMENTAL ANALYSIS IS REQUIRED.						
18. REMARKS						
19. ENVIRONMENTAL PLANNING FUNCTION CERTIFICATION (Name and Grade)		19a. SIGNATURE			19b. DATE	





**Supplemental Environmental Assessment  
Capital Improvement Program  
Dyess Air Force Base**

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**Project Name:** Building 9999 Removal

**Project Location:** 300 A Avenue

**Date:** February 8, 2011

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## **1.0 Introduction**

This Supplemental Environmental assessment (SEA) tiers from the Final Environmental Assessment (EA) for Capital Improvement Program (CIP) Projects at Dyess Air Force Base (AFB) (Dyess AFB 2010). This SEA incorporates the EA by reference, in accordance with 40 Code of Federal Regulations (CFR) Part 1508.28.

The overall goal of the CIP at Dyess AFB is to provide a framework for programming, design and construction, and effective resource management to allow Dyess AFB to achieve its mission. The Dyess AFB mission is described in Section 1.2.2 of the EA.

## **2.0 Purpose and Need**

The purpose and need for capital improvements is described in Section 2 of the EA. The Dyess AFB mission includes a comprehensive planning process, which seeks to rationalize the decision-making process for land use, infrastructure development, and project sitings. The infrastructure development components are implemented through the Dyess General Plan and the annual Integrated Priorities List for the CIP.

Due to the dynamic nature of Air Force operations, infrastructure needs continually shift in response to changing mission requirements. As operations change, existing buildings frequently do not meet the new mission. As building 9999 cannot be upgraded, modified or retrofitted to meet mission requirements it is no longer needed. Building 9999 needs to be demolished to make room for new facilities that meet the operational requirements of the base.

## **3.0 Alternative Analysis**

The No Action Alternative is discussed in Section 3.1 of the EA. Under this alternative, Building 9999 would not be removed and no new facilities would be constructed to support the Base mission.

The Proposed Action would incorporate the removal of Building 9999 with a fire training activity. Since Building 9999 is more than 300 feet from other buildings, the fire training activity would not endanger other facilities at Dyess AFB. The building would be prepared for demolition in a similar manner as described in Section 3.2 of the EA. The Dyess AFB Fire Department would be responsible for managing all fire activities and ensuring the proper agencies are contacted. These agencies include Dyess AFB Security Police, Base Operations Tower, Civil Engineering Commander, 7<sup>th</sup> Mission Operations Center (MOC), 317<sup>th</sup> MOC, Command Post, Abilene Fire Department, Tye Fire Department, Public Affairs, and any other agencies requested by the Senior Fire Officer.

The following preliminary mitigation procedures shall be utilized to minimize any risk associated with the Proposed Action.

1. Wind direction would not be such to cause the smoke cloud to encroach on the flightline.
2. Wind speed would be between 0 and 15 knots.
3. The air temperature would be between 60 and 85 degrees Fahrenheit.
4. The relative humidity would be between 20 and 70 percent.

#### **4.0 Affected Environment**

Section 4.0 of the EA describes the affected environment at Dyess AFB. Dyess AFB is an active military base that consists of developed, residential, and non-developed areas.

#### **5.0 Environmental Consequences**

Impacts related to the No Action Alternative are discussed in Section 5.1.1 of the EA.

Impacts related to the Proposed Action would be similar to those addressed in Section 5.1.2 of the EA, Demolition Projects. Impacts related to climate and meteorology, topography, geology, socioeconomic/Environmental Justice, noise, water resources, wetlands, biological resources, cultural resources, the Environmental Restoration Program, and hazardous and toxic materials and wastes have been determined to be analogous to those described in Section 5.1.2 of the EA. Impacts related to air quality and public safety are discussed in this SEA.

##### **5.1 Air Quality**

Burning Building 9999 for use as a fire training activity would result in a temporary addition of suspended particulates (smoke) in the air within and downwind of the proposed burn area. Smoke management and air quality guidelines intended to reduce the effects of smoke would be incorporated in the Proposed Action. There are three strategies to control smoke. These strategies are:

- Avoidance – utilizing atmospheric conditions and weather to minimize smoke in smoke sensitive areas
- Dilution – controlling emissions or utilizing scheduling for dispersion to assure tolerable concentrations in designated areas
- Emissions reductions – use of techniques designed to minimize smoke output per unit area and decrease the contribution to regional haze and intrusions into designated areas

The Proposed Action would utilize a combination of each of these strategies to minimize smoke-related impacts during this action. These strategies will be especially important when minimizing any smoke impacts on Air Force flight operations. Dyess AFB is considered a sensitive receptor to smoke due to the potential safety factors associated with aircraft flight operations. By incorporating these mitigation strategies, there would be no long-term impacts to air quality as a result of this alternative.

The Texas Commission on Environmental Quality (TCEQ) issues an Outdoor Burning Rule that prohibits outdoor burning in Texas, unless the burning activity falls within one of the stated exemptions. Exemption 111.205 of RG-49 states fire training is allowable under TCEQ regulations. The TCEQ requires notification and authorization of the regional TCEQ office prior to any burning activities.

## **5.2 Public Safety**

The Proposed Action would provide for a long-term beneficial impact on public health and safety by providing for a training opportunity for the Dyess AFB Fire Department. By incorporating building removal with a firefighting training exercise, the Dyess AFB Fire Department would enhance its capabilities to fight future building fires on base.

Short-term impacts related to smoke produced from the fire training activity could be experienced. The guidelines and procedures discussed in Section 4.1 of this SEA would be utilized to minimize any safety risks to workers, flightline operations, and the base populous. This alternative would not have a significant adverse impact on public health and safety.

## **6.0 References**

Dyess AFB. 2010. Final Capital Improvement Program Environmental Assessment. Dyess Air Force Base, Texas.



As part of the environmental assessment process, the public must be given an opportunity to comment on projects involving federal funds. The public was informed of the CIP EA via a public notice published in the Abilene Reporter-News on 31 July 2010 and the Sound of Freedom on 6 August 2010 (see attached). The public notices informed the public of Dyess' intent to issue a Finding of No Significant Impact based on the CIP EA and instructed the public that copies of the EA were available for review at the Hardin-Simmons University Library and at the Base Environmental Office. No comments from the public were received during the 30-day comment period.

### **Public Notice**

The United States Air Force has issued a Finding of No Significant Impact based upon an Environmental Assessment (EA) evaluating the Capital Improvement Program at Dyess Air Force Base, Texas. The Capital Improvement Program is a planning process that uses the findings and recommendations from multiple Base and Air Force operations to guide the future physical development of the installation.

Dyess Air Force Base plans to initiate this action 30 days from the date of this publication of the Finding of No Significant Impact. Copies of the EA and draft Finding of No Significant Impact may be reviewed at the following locations:

#### **On-Base**

Asset Management Office  
710 Third Street  
Dyess Air Force Base 79607  
Mr. Bryan Foreman 325.696.6453  
Hrs: 8 AM to 4 PM Monday through Friday

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The comment period for this EA is 30 days and runs from July 27 through August 26, 2010. Please provide all comments in writing to Mr. Bryan Foreman at the on-base address shown above.



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COUNTY OF GENERAL CIRCULATION IN:  
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AD # 274330  
ORDER #

DATE: 07-30-10

Before me, the undersigned authority, on this day personally appeared, **Sydne Gregory** representing  
being by me duly sworn, deposes and says that the following notice(s) published in said newspaper by:  
On the following date(s) to wit:

**URS-CORPORATION**

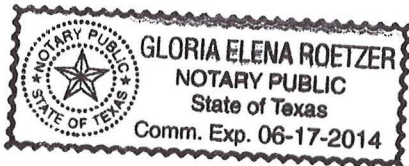
SATURDAY, JULY 31, 2010

Sydne Gregory  
Sydne Gregory  
LEGAL NOTICE CLERK

Subscribed and sworn before me this 2 day of August, 2010 to certify which witness  
my hand and seal of office.

Gloria Elena Roetzer  
NOTARY PUBLIC

My Commission Expires: 06-17-2014



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Page 1 of 2

Public Notice

The United States  
Air Force has issued  
a Finding of No  
Significant Impact  
based upon an  
Environmental  
Assessment (EA)  
evaluating the Capital  
Improvement  
Program at Dyess  
Air Force Base,  
Texas. The Capital  
Improvement  
Program is a planning  
process that  
uses the findings  
and  
recommendations  
from multiple Base  
and Air Force  
operations to guide  
the future physical  
development of the  
installation.

Dyess Air Force  
Base plans to  
initiate this action 30  
days from the date  
of this  
publication of the  
Finding of No  
Significant Impact.  
No copies of the EA  
will be available by  
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\*284A Bickfoot lake front \$79,9000  
\*1424 Mimosa 3bd 2ba \$90,000 obo  
\*301 Rail Road Tuscola new 3bd 2ba \$89,000

\*1126 S Lasalle 3bd 1ba \$65,000  
\*308 Yaw Rd. lakefront \$62,500  
\*766 Grand 4bd 2ba plus apt \$89,900 obo  
\*202 Stevens Clyde 3bd 1ba \$59,000 obo

Tommy Simons 325-721-8800 Remax of Abilene 325-794-5565



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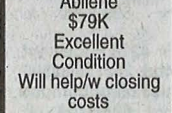
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For Sale by Owner

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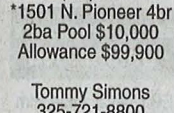
FSBO 902 Ruswood Circle 3br 2bath Lg. living space, lg. closets, great patio, home near ACU, BTFL wooden deck outside, perfect for entertaining, WB fire place. Could be an investment opportunity. \$125,000 721-4352 for Appt.

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\*5126 FM 1082 Hawley 20 acres 4bd 2ba great for horses \$225,000 \*521 CR 137 Albany 99 acres good hunting bar & apt \$215,000 \*226 FM 1750 Potosi 10 acres 4br 2ba \$10,000allowance \$215,000

\*14409 CR on Brazos 3br 2ba \$199,000 \*Multifamily Quadplex 2212 Okland 4 rentals \$65,000



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#### Public Notice

The United States Air Force has issued a Finding of No Significant Impact based upon an Environmental Assessment (EA) evaluating the Capital Improvement Program at Dyess Air Force Base, Texas. The Capital Improvement Program is a planning process that uses the findings and recommendations from multiple Base and Air Force operations to guide the future physical development of the installation.

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On-Base Assest Management Office 710 Third Street Dyess Air Force Base, TX 79607 Bryan Foreman 325.696.6453 Hrs: 8 AM to 4 PM Monday through Friday

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The comment period for this EA is 30 days and runs from July 31 through August 30.

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publicly read.

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Plans and specifications are available for inspection, along with bidding proposals, and applications for the TxDOT Prequalified Contractor's list, at the applicable State and/or Dist/Div Offices listed below. If applicable, bidders must submit prequalification information to TxDOT at least 10 days prior to the bid date to be eligible to bid on a project. Prequalification materials may be requested from the State Office listed below. Plans for the above contract(s) are available from TxDOT's website at www.txdot.gov and from reproduction companies at the expense of the contractor. NPO: 33599

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On the following date(s) to wit:

**URS-CORPORATION**

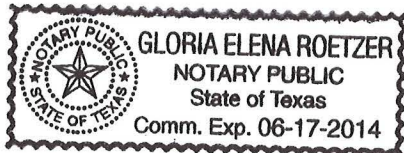
FRIDAY, AUGUST 06, 2010

Sydne Gregory  
Sydne Gregory  
LEGAL NOTICE CLERK

Subscribed and sworn before me this 6 day of August, 2010 to certify which witness  
my hand and seal of office.

Gloria Elena Roetzer  
NOTARY PUBLIC

My Commission Expires: 6-17-2014



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Public Notice

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The comment period  
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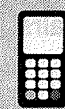
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Travel Trailer  
Model: 29 BHS  
Reese Hitch and  
Distribution Bars  
included, Electric  
Jack Sleeps 7.  
Used 10 or less  
times.  
Great Condition  
\$11,500. Leave  
Message at  
325-701-4816

2006 Fourwinds 26'  
Bumper Pull, 1-slide,  
kept in covered  
storage, clean as  
new, \$14,995.  
325-690-1601

5th Wheel 27ft 2007  
Frontier Explorer  
Hitch included, good  
condition, clean.  
\$15,500  
325-669-6149

Camper  
Flagstaff 2003  
31FT Clean, and  
good condition, no  
smoking, no pets, has  
good tires, gooseneck  
hitch & can be  
changed to a 5th  
wheel.  
254-639-2476

For Sale  
Allegro motor home  
1987 model, 25', 6.2

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#### Appliances

REFRIGERATOR:  
LIKE NEW KEN-  
MORE SIDE-BY-  
SIDE  
CUBED/CRUSHED  
ICE MAKER AND  
FILTERED WATER  
DISPENSER IN  
DOOR. \$750. CALL  
(325)668-6492

#### Cemetery Lots / Funeral Homes

Elmwood Memorial  
Park, Garden of the  
Gospel Block A, Lot  
36 Space 1 and 2, Lot  
37 Space 1 and 2  
\$1500 for 2 spaces.  
Call 209-484-8521

#### Electronics

JVC Flat Screen  
42 inch LCD  
Dual Voltage  
Just bought this  
year, brand new.  
\$999  
310-800-4142

Toshiba Laptop  
17.3 inch screen  
w/webcam,  
Windows 7, only 4  
months old.

#### Furniture / Household

China Hutch Bedroom  
Suit, Dresser, Chest  
of Drawers, Queen  
Size Bed, and 2  
Nightstands. Sofa  
w/Matching Chair and  
Ottoman, Oil Painting,  
Mirrors, Swim Bicycle.  
325-793-0415 or  
325-829-2921

Dining Table w/chairs  
\$55, Leather Sectional  
\$125, Recliner \$60,  
Sofa \$60, Chair \$25,  
Sleeper Sofa \$60,  
Love Seat \$60, Arm-  
chair \$65, Coffee Table  
\$40, End Table  
\$20, Sofa Table \$60,  
Entertainment Center  
\$40, Shelf \$25, Desk  
\$20, Mattresses &  
Box Spring: Twin \$30,  
Full \$45, Queen \$60,  
King \$75 (Head-  
boards-all sizes)  
Futon \$30, Daybed  
\$75, Trundle \$40,  
Dresser \$60, Chest of  
Drawers \$40, Night  
Stand \$20, Vanity  
Dresser \$60.  
325-320-6938

**Dirt Devil  
Featherlite  
Vacuum Cleaner**  
Has all  
attachments.  
\$20  
310-800-4142

Sleigh Queen  
Bedroom Set  
Asking \$775  
Older Thomasville  
dining table with 6  
chairs asking \$150  
325-232-4050

#### Miscellaneous Merchandise

2010 Sean Hannity  
Freedom Concert  
Saturday August the  
21st. Allen Texas  
Event Center. Floor  
Tickets. 2 tickets at  
\$100 each  
325-695-7746

Come see our  
newest location for  
Mother Earth's  
Creation in the  
Loft Under  
One Roof.

**Electrical Temp  
Pole**  
\$100

**4 Tires 70R16**  
\$100  
Leave Message  
325-548-9427

#### Pets-AKC / Purebred

Adorable Pomeranian  
Puppies. AKC.  
Shots and Wormed  
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Windy Acres**  
New litters of  
Havanese &  
Bichon puppies  
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deposits now!  
Puppies make you  
SMILE!  
325-480-2506

**AKC Basset  
Hound Puppies**  
(325)315-6121

**AKC English Bull-  
dogs** 1 wk old tak-  
ing deposits. 3  
white 4 brindle and  
white  
806-676-2608

**AKC German  
Shepherd Pups.**  
Big & Beautiful,  
A MUST SEE!  
4 month old male.  
3 males, 5wks old.  
\$300.  
325-762-2859  
325-762-4441

**AKC Golden  
Retriever**  
Adorable, first  
shots, 1 female,  
5 males  
Parents on  
premises  
325-754-4014  
325-365-0009

**AKC Labrador  
Retriever Puppies**  
(5 males) 4 black  
and 1 yellow.  
Born 5/13/10.  
1st Shots, Dewclaw's  
removed & wormed  
at weaning. Out-  
standing Pedigree  
with  
championship  
bloodlines on both  
Sire and Dam.  
Parents on site, and  
Sire has Hunt Test  
Title. Awesome  
hunting partners,  
obedience dogs, or  
great family pets.  
Ready Now. \$200

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Puppies**  
Only 2 puppies left  
Hurry they won't  
last long!

By popular  
demand,  
a re breeding of  
Remi and Hunter.

Excellent  
dispositions,  
excellent breeding,  
& triple registered  
AKC, UKC, UKC.  
Great puppies for  
any use. Parents  
on premises.  
Parents are  
hunters.  
At weaning pups  
will have first  
shots, wormed,  
dew claws  
removed.  
(325) 823 - 2701  
or  
(325) 725 - 2947  
Leave us a  
message & we will  
call you back.

**Parker Kennels**  
Brownwood, TX

Designer &  
Small Breeds.

Maltese extra small  
F \$275

Morkie small  
Males \$150

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Small, Cream  
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Male Red \$275

Yorkies  
Females \$350

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have shots and  
wormed!

Cash / Checks Only  
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325-647-4617

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Solid and Partis**  
Shots & Wormed  
Health Guarantee  
Quality Puppies  
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Puppies w/ Papers.  
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Miniature  
Australian  
Shepherd  
Puppies!**

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**Pool Table**  
Also converts into  
a ping pong table.  
Balls, pool sticks,  
and paddles  
included.  
\$65  
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# TEXAS HISTORICAL COMMISSION

*real places telling real stories*

August 24, 2010

Mr. Kim Walton  
Cultural Resources Manager  
7<sup>th</sup> Civil Engineer Squadron (ACC)  
710 3<sup>rd</sup> Street  
Dyess AFB, TX 79607-1670

*Re: Draft Final, Capital Improvement Program Environmental Assessment, Dyess AFB (Taylor County, TX)*

Dear Mr. Walton:

Our review staff, lead by William McWhorter, has reviewed your submission. This letter serves as comment on the above mentioned project, and the phone conversation William McWhorter had with you on Monday, August 16, 2010, from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

The THC is in concurrence with your report's, **Section 4.10 Cultural Resources** findings, determinations and obligations set forth on page 4-11 and 4-12, with the following two caveats. First, as stated in previous letters, please note that the THC requests that the U.S. Air Force and Dyess AFB, consider B-1 Bomber structures, although not of historic age, be given special awareness in future Capital Improvement Projects of their potential to become eligible as they reach historic age.

Second, the THC's Archeology Division reviewer had the following comments: "There are several archeological sites known from Dyess Air Force Base, although less than 20% of the base has been surveyed by professional archeologists. Individual construction projects should be reviewed by this office in compliance with Section 106 of the National Historic Preservation Act. Some projects in areas with higher archeological potential may need archeological survey and assessment of resources."

Thank you for your cooperation in the federal review process, and for your efforts to preserve the irreplaceable heritage of our nation. If you have any questions concerning this review or if we can be of further assistance, please contact William McWhorter at 512/463-5833.

Sincerely,



for: Mark Wolfe  
Executive Director  
State Historic Preservation Office

